



... the best of the best of the Northwest.

WALLA WALLA CITY COUNCIL
Work Session Agenda
September 7, 2021 - 4:00 p.m.

Live stream of the meeting may be viewed on the City's website at <https://www.wallawallawa.gov/government/city-council>, through this Zoom meeting link: <https://us02web.zoom.us/j/84817670051>, or by calling 253-215-8782 and entering meeting ID 829 1150 0488#. The City Council does not take public testimony at Work Sessions.

Mission: We provide municipal services and programs essential to a desirable community in which to live, work and play.

1. CALL TO ORDER
2. ACTIVE AGENDA
 - A. **60 Mins.** Joint meeting with Salary Commission.
 - B. **30 Mins.** 2021 Street Survey Results - Presentation by William SaintAmour, Cobalt Community Research
 - C. **30 Mins.** Update to City of Walla Walla's Mission, Vision, and Values - Presentation by Elizabeth Chamberlain, Deputy City Manager
3. OTHER BUSINESS
4. ADJOURNMENT

Values: Customer Focus/Service - Excellence - Stewardship - Communication - Leadership - Integrity



ar-4331

60 Mins.

City Council - Work Session

Meeting Date: 09/07/2021

Submitted For: City Council, City Council

Add'l Contributors:

Information

ITEM TITLE:

Joint meeting with Salary Commission.

Attachments

Ord 2021-12 - Salary Commission

RCW 35.21.015

Mayor-Council Compensation Comparison

ORDINANCE NO. 2021-12

**AN ORDINANCE ESTABLISHING A SALARY COMMISSION AND TAKING
OTHER NECESSARY ACTION WITH RELATED THERETO**

WHEREAS, the City of Walla Walla passed Municipal Ordinance A-2405 on May 13, 1970 which classified the City of Walla Walla as a nonchartered code city under Title 35A of the Revised Code Washington (RCW); and

WHEREAS, RCW 35A.11.020 provides in pertinent part that “[t]he legislative body of each code city shall have all powers possible for a city or town to have under the Constitution of this state, and not specifically denied to code cities by law;” and

WHEREAS, Walla Walla has “all of the powers which any city of any class may have and shall be governed in matters of state concern by statutes applicable to such cities in connection with such powers to the extent to which such laws are appropriate and are not in conflict with the provisions specifically applicable to code cities” pursuant to RCW 35A.21.160; and

WHEREAS, Councilmembers receive a salary of four hundred dollars (\$400) per month and the Mayor receives a salary of five hundred dollars (\$500) per month in accordance with Walla Walla Municipal Code section 2.05.060; and

WHEREAS, Councilmember compensation was last reviewed in 2007; and

WHEREAS, the Walla Walla City Council has determined that the compensation paid to Councilmembers should be periodically reviewed; and

WHEREAS, RCW 35.21.015 authorizes cities to establish salary commissions by ordinance to set the salaries of elected officials; and

WHEREAS, the Walla Walla City Council has considered this matter during a regularly and duly called public meeting of said Council, and finds that the best interests of the City of Walla Walla will be served by passage of this resolution;

**NOW THEREFORE, the City Council of the City of Walla Walla do resolve
as follows:**

Section 1: Section 2.05.060 of the Walla Walla Municipal Code is hereby amended as follows (added terms are bolded and italicized and removed terms are stricken):

2.05.060 Compensation.

~~The mayor shall receive as compensation a salary of five hundred dollars per month. All other members of the city council shall receive as compensation a salary of four hundred dollars per month.~~

The salaries of the mayor and members of the city council shall be set by a salary commission in accordance with this section.

A. There is hereby established a five (5) member salary commission.

1. The members of the salary commission shall be appointed by the mayor subject to approval by the city council.

2. Members of the salary commission must reside in the City of Walla Walla.

3. No officer, official, or employee of the City of Walla Walla may be a member of the salary commission.

4. No immediate family member of an officer, official, or employee of the City of Walla Walla may be a member of the salary commission. "Immediate family member" means the parents, spouse, siblings, children, or dependent relatives of the officer, official, or employee, whether or not living in the household of the officer official, or employee.

B. Members of the salary commission shall serve a three (3) year term, and may be reappointed for only one (1) additional three (3) year term. No member of the salary commission may serve more than two terms.

1. If a position on the salary commission becomes vacant during a term of office, the mayor shall appoint a replacement to serve the remainder of the term subject to approval by the city council. A member appointed to serve the remainder of a term may be reappointed for only one (1) additional three (3) year term.

2. Members of the salary commission may be removed by the city council only for incapacity, incompetence, neglect of duty, malfeasance in office, or for disqualifying change of residence.

C. The salary commission shall review the compensation paid to the mayor and members of the city council periodically. Such review must take place at least every three years. After review, the commission may change the salary of the mayor and/or members of the city council; provided, however, that the salaries of council members other than the mayor shall be the same.

1. Any change in salary shall be filed by the commission with the city clerk and shall become effective and incorporated into the city budget without further action of the city council or the salary commission. A change in salary may become effective no sooner than thirty (30) days after a salary change is filed by the commission with the city clerk.

a. Salary increases established by the commission shall be effective as to all elected officials, regardless of their terms of office.

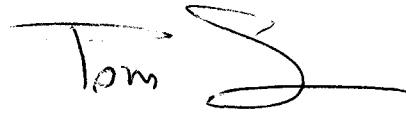
b. Salary decreases established by the commission shall become effective as to incumbent elected officials at the commencement of their next

subsequent terms of office.

2. Salary increases and decreases shall be subject to referendum petition in accordance with chapter 1.19 of this code in the same manner as a city ordinance. A referendum petition must be filed within thirty (30) days after a salary change is filed by the commission with the city clerk. In the event of the filing of a valid referendum petition, the salary increase or decrease shall not go into effect until approved by a vote of the people.


Section 2: Until such time that their salaries are changed in accordance with section 1 herein, the mayor shall receive as compensation a salary of five hundred dollars per month, and all other members of the city council shall receive as compensation a salary of four hundred dollars per month.

PASSED by the City Council of the City of Walla Walla, Washington, on
June 9, 2021.




Mayor

Attest:



City Clerk

Approved as to form:



City Attorney

RCW 35.21.015

Salary commissions.

(1) Salaries for elected officials of towns and cities may be set by salary commissions established in accordance with city charter or by ordinance and in conformity with this section.

(2) The members of such commissions shall be appointed in accordance with the provisions of a city charter, or as specified in this subsection:

(a) Shall be appointed by the mayor with approval of the city council;

(b) May not be appointed to more than two terms;

(c) May only be removed during their terms of office for cause of incapacity, incompetence, neglect of duty, or malfeasance in office or for a disqualifying change of residence; and

(d) May not include any officer, official, or employee of the city or town or any of their immediate family members. "Immediate family member" as used in this subsection means the parents, spouse, siblings, children, or dependent relatives of the officer, official, or employee, whether or not living in the household of the officer, official, or employee.

(3) Any change in salary shall be filed by the commission with the city clerk and shall become effective and incorporated into the city or town budget without further action of the city council or salary commission.

(4) Salary increases established by the commission shall be effective as to all city or town elected officials, regardless of their terms of office.

(5) Salary decreases established by the commission shall become effective as to incumbent city or town elected officials at the commencement of their next subsequent terms of office.

(6) Salary increases and decreases shall be subject to referendum petition by the people of the town or city in the same manner as a city ordinance upon filing of such petition with the city clerk within thirty days after filing of the salary schedule. In the event of the filing of a valid referendum petition, the salary increase or decrease shall not go into effect until approved by vote of the people.

(7) Referendum measures under this section shall be submitted to the voters of the city or town at the next following general or municipal election occurring thirty days or more after the petition is filed, and shall be otherwise governed by the provisions of the state Constitution, or city charter, or laws generally applicable to referendum measures.

(8) The action fixing the salary by a commission established in conformity with this section shall supersede any other provision of state statute or city or town ordinance related to municipal budgets or to the fixing of salaries.

(9) Salaries for mayors and councilmembers established under an ordinance or charter provision in existence on July 22, 2001, that substantially complies with this section shall remain in effect unless and until changed in accordance with such charter provision or ordinance.

[2001 c 73 § 4.]

NOTES:

Findings—Intent—2001 c 73: "The legislature hereby finds and declares that:

(1) Article XXX, section 1 of the state Constitution permits midterm salary increases for municipal officers who do not fix their own compensation;

(2) The Washington citizens' commission on salaries for elected officials established pursuant to Article XXVIII, section 1 of the state Constitution with voter approval has assured that the compensation for state and county elected officials will be fair and certain, while minimizing the dangers of midterm salary increases being used to influence those officers in the performance of their duties;

(3) The same public benefits of independent salary commissions should be extended to the setting of compensation of municipal elected officers; and

(4) This act is intended to clarify the intent of the legislature that existing state law authorizes:

(a) The establishment of independent salary commissions to set the salaries of city or town elected officials, county commissioners, and county councilmembers; and

(b) The authority of the voters of such cities, towns, and counties to review commission decisions to increase or decrease such salaries by means of referendum." [2001 c 73 § 1.]

Severability—2001 c 73: "If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected." [2001 c 73 § 6.]

2021 Compensation
Cities with a population between 15,000 and 50,000

Organization	Population	Benchmark position	Compensation	Form of Govt
Bothell	48,920	Mayor	\$1,450/month	Council-Manager
Bothell	48,920	Councilmember	\$1,250/month	
City of Anacortes	18,050	Mayor	\$9,652.24/month	Mayor-Council
City of Anacortes	18,050	Councilmember	\$1,200/month	
City of Arlington	21,710	Mayor	\$2,250/month	Mayor-Council
City of Arlington	21,710	Councilmember	\$206.25/month	
City of Bainbridge Island	25,360	Mayor	\$4,000/month	Council-Manager
City of Bainbridge Island	25,360	Councilmember	\$3,000/month	
City of Battle Ground	22,800	Mayor	\$750/month	Council-Manager
City of Battle Ground	22,800	Councilmember	\$900/month	
City of Bonney Lake	22,540	Mayor	\$2,100/month	Mayor-Council
City of Bonney Lake	22,540	Councilmember	\$850/month	
City of Bremerton	42,560	Mayor	\$9,500/month	Mayor-Council
City of Bremerton	42,560	Councilmember	\$1226.90/month	
City of Camas	26,200	Mayor	\$2,501/month	Mayor-Council
City of Camas	26,200	Councilmember	\$853/month	
City of Centralia	17,500	Mayor	\$400/month-\$600/month	Council-Manager
City of Centralia	17,500	Councilmember	\$200/month-\$300/month	
City of Covington	20,890	Mayor	\$980/month	Council-Manager
City of Covington	20,890	Councilmember	\$780/month	
City of Ellensburg	19,510	Mayor	\$1,000/month	Council-Manager
City of Ellensburg	19,510	Councilmember	\$500/month	
City of Kenmore	23,770	Mayor	\$994/month	Council-Manager
City of Kenmore	23,770	Councilmember	\$883/month	
City of Lake Stevens	35,460	Mayor	\$9,000/month	Mayor-Council
City of Lake Stevens	35,460	Councilmember	\$564.98/month plus \$80/meeting	
City of Maple Valley	27,570	Mayor	\$930/month	Council-Manager
City of Maple Valley	27,570	Councilmember	\$730/month	
City of Monroe	19,990	Mayor	\$3,600/month	Mayor-Council
City of Monroe	19,990	Councilmember	\$800/month	
City of Moses Lake	25,330	Mayor	\$1,000/month	Council-Manager
City of Moses Lake	25,330	Councilmember	\$500/month	

2021 Compensation
Cities with a population between 15,000 and 50,000

City of Mount Vernon	36,540	Mayor	\$9,188.25/month	Mayor-Council
City of Mount Vernon	36,540	Councilmember	\$1,200/month	
City of Oak Harbor	23,080	Mayor	\$5,477/month	Mayor-Council
City of Oak Harbor	23,080	Councilmember	\$723/month	
City of Tukwila	21,970	Mayor	\$9,480/month	Mayor-Council
City of Tukwila	21,970	Councilmember	\$1,250/month	
City of Walla Walla	34,110	Mayor	\$500/month	Council-Manager
City of Walla Walla	34,110	Councilmember	\$400/month	
City of Washougal	16,950	Mayor	\$765/month	Council-Manager
City of Washougal	16,950	Councilmember	\$587/month	
City of Wenatchee	35,810	Mayor	\$8,895.24/month	Mayor-Council
City of Wenatchee	35,810	Councilmember	\$665/month	
Des Moines	32,820	Mayor	\$350/meeting	Council-Manager
Des Moines	32,820	Councilmember	\$250/meeting	
Ferndale	15,270	Mayor	\$2,650/month	Mayor-Council
Ferndale	15,270	Councilmember	\$674/month	
Issaquah	39,840	Mayor	\$10,307.56	Mayor-Council
Issaquah	39,840	Councilmember	\$1,250/month	
Longview	38,530	Mayor	\$1,500/month	Council-Manager
Longview	38,530	Councilmember	\$950/month	
Lynnwood	41,020	Mayor	\$10,341/month	Mayor-Council
Lynnwood	41,020	Councilmember	\$450/pay period	
Mercer Island	24,990	Mayor	\$400/month	Council-Manager
Mercer Island	24,990	Councilmember	\$200/month	
Mountlake Terrace	22,640	Mayor	\$1,122/month	Council-Manager
Mountlake Terrace	22,640	Councilmember	\$918/month	
Port Angeles	20,020	Mayor	\$650/month	Council-Manager
Port Angeles	20,020	Councilmember	\$550/month	
Port Orchard	15,260	Mayor	\$9,179/month	Mayor-Council
Port Orchard	15,260	Councilmember	\$1,000/month	
Puyallup	43,040	Mayor	\$1,408/month	Council-Manager
Puyallup	43,040	Councilmember	\$1,205/month	
Sunnyside	17,400	Mayor	\$600/month	Council-Manager
Sunnyside	17,400	Councilmember	\$400/month	

2021 Compensation
Cities with a population between 15,000 and 50,000

Tumwater	25,360	Mayor	\$1,700/month	Mayor-Council
Tumwater	25,360	Councilmember	\$660/month	
University Place	33,730	Mayor	\$1,688/month	Council-Manager
University Place	33,730	Councilmember	\$1,408/month	
West Richland	16,710	Mayor	\$5,000/month	Mayor-Council
West Richland	16,710	Councilmember	\$550/month	
Local comparable cities outside of population range				
Pasco	79,580	Mayor	\$1,450/month	Council-Manager
Pasco	79,580	Councilmember	\$1115/month	
Kennewick	85,940	Mayor	\$1,475/month	Council-Manager
Kennewick	85,940	Councilmember	\$1,275/month	
Richland	59,570	Mayor	\$1,445/month	Council-Manager
Richland	59,570	Councilmember	\$1,195/month	



ar-4353

30 Mins.

City Council - Work Session

Meeting Date: 09/07/2021

Item Title: Street Survey Results

Submitted For: Monte Puymon, Public Works Department

Add'l Contributors:

Project No: NA

Funding/BARS No.: N/A

Financial Comments:

Survey cost \$13,975 with funding provided by the General Fund.

Information

HISTORY:

In 2011, the city conducted a phone survey of residents. The survey included questions regarding citizen satisfaction, options for street funding, and citizen priorities for street repairs. The survey was used to guide the formation of the Transportation Benefit District (TBD), the priority list of street repairs for the TBD, and the citizen's preferred funding mechanism, which was ultimately voted into place by citizens in 2012 as the 0.2% TBD sales tax (0.02 cents per \$10 spent).

The current 0.2% TBD sales tax is set to expire at the end of June 2022. In November, citizens will have the opportunity to consider extending the TBD sales tax for another 10-year period. The Transportation Improvement Committee (citizen TBD oversight committee) requested the city conduct a new survey similar to that done in 2011 to identify priority street repair projects for the next 10-year period, gauge public support of the TBD, and potential additional street funding options.

In July and August, on behalf of the city, the non-profit organization Cobalt Community Research conducted a random sample of 1,500 addresses of active registered voters in Walla Walla. Responses were received from 408 residents. An additional 88 responses were received from a non-statistically valid internet-based survey. Citizens were asked a variety of questions regarding streets and street funding. William SaintAmour from Cobalt Community Research will present a summary of the survey findings to Council.

POLICY ISSUES:

N/A

PLAN COMPLIANCE:

STRATEGIC PLAN:

Strategic Initiative 2: Fix and Improve the City's Infrastructure

Objectives

2. Continue work on the City's Transportation Network (e.g. streets, sidewalks, bridges, etc.)

COMPREHENSIVE PLAN:

Economic Development Goal 2 - Walla Walla has high-quality infrastructure to support economic development.
ED Policy 2.1 - Provide the infrastructure needed for business and industries to locate in Walla Walla, including utilities, transportation connections, and suitable land capacity.

Economic Development Goal 8 - Tourism continues to be an important part of Walla Walla's economy, including heritage and wine tourism.

ED Policy 8.2 - Maintain and improve the built environment of sidewalks, parks, paths and other public amenities that visitors will enjoy and utilize.

Transportation Goal 1 - Promote and develop transportation systems that support and enhance the movement of people and goods to ensure a prosperous economy.

TP Policy 1.1 - Improve safety for walking, biking, transit, motor vehicles, and freight at high collision locations identified through data-driven safety analysis.

TP Policy 1.2 - Enhance existing and new crossings for pedestrians and bicyclists where appropriate.

TP Policy 1.3 - Provide facilities for all modes of transportation.

TP Policy 1.4 - Look for opportunities to increase separation between pedestrian and bicycle facilities as part of roadway improvements when deemed appropriate by the City Engineer.

TP Policy 1.5 - Require development to provide off-site safety improvements such as pedestrian crossings when there is a need for such improvements, as demonstrated through a Traffic Impact Analysis, and needed improvements are consistent with an adopted plan.

TP Policy 1.6 - Increase safety for all road users by implementing adopted lighting level standards and lighting spacing guidelines on roadways.

Transportation Goal 2 Provide for and improve the safety and security of transportation users and the transportation system.

TP Policy 2.1 - Improve the efficiency, safety, access, capacity, and reliability of the freight system.

TP Policy 2.2 - Establish stable and diverse revenue sources to meet transportation investment needs of the City.

TP Policy 2.3 - Support and enhance access to and from major employment areas, the Walla Walla Regional Airport, and local tourism destinations.

TP Policy 2.4 - Support future development in Urban Growth Areas.

Transportation Goal 3 - Provide all users with complete streets that connect the City of Walla Walla's neighborhoods, parks, schools, employment centers, and retail areas.

TP Policy 3.1 - Implement complete street projects where feasible to improve the transportation experience for all modes of transportation.

TP Policy 3.5 - Improve multimodal connections to community facilities and amenities (e.g., neighborhoods, parks, schools).

TP Policy 3.7 Support safe, coordinated, and efficient truck-freight corridors that maintain connections between land uses that generate or receive significant freight trips and the state's strategic freight corridors.

Transportation Goal 4 - Maintain, preserve, and extend the life of the City's transportation infrastructure.

TP Policy 4.1 - Inventory and prioritize preservation of existing transportation infrastructure (roads, bridges, traffic control devices, lighting, etc.).

TP Policy 4.2 - Maintain the existing transportation infrastructure to preserve the intended function and extend the useful life.

Transportation Goal 5 - Design and construct transportation facilities in a manner that enhances the livability of the City of Walla Walla and health of its residents.

TP Policy 5.2 - Create a well-connected network of streets, paths, and transit service to provide active transportation options.

TP Policy 5.7 - Promote and implement streetscapes that are aesthetically pleasing, safe, and comfortable to residents, visitors, businesses, and property owners.

TP Policy 5.9 - Where determined to be needed by the City Engineer, implement neighborhood traffic management using techniques such as curb extensions, median islands, diverters, speed humps, and traffic circles to reduce traffic speeds and enhance safety.

Transportation Goal 6 - Maintain the predictable movement of goods and people throughout the City of Walla Walla to relieve traffic congestion and improve reliability for freight.

TP Policy 6.1 - Implement new or improved transportation connections to enhance the efficiency and reliability of the multimodal transportation system.

TP Policy 6.2 - Develop new and preserve existing arterial and collector corridors to provide alternative routes to US 12 and SR 125 for local traffic.

TP Policy 6.3 - Improve travel reliability, safety, and efficiency with system management solutions (e.g., coordinated traffic signal timing).

TP Policy 6.4 - Manage roadway access to support mobility and safety. To meet adopted access spacing standards, or where necessary to alleviate safety or traffic operations concerns, require consolidated and joint access as part of development.

Capital Facilities and Utilities Goal 1 - Walla Walla's capital facilities and utilities are well maintained and up-to-date to meet the demands of growth and economic development.

Capital Facilities and Utilities Goal 2 - Capital facilities and utilities are located in such a way as to provide safe and efficient service to all residents.

CFU Policy 2.3 - Design and distribute public facilities and services, including streets and utilities, to ensure equitable supply and access to all segments of the population.

Capital Facilities and Utilities Goal 5 - The sound fiscal management of government services and facilities promotes a transparent and collaborative relationship between government and residents.

CFU Policy 5.2 - Encourage and pursue, whenever feasible, opportunities to share facilities and costs with different public or private agencies/entities.

ALTERNATIVES:

N/A

CITY MANAGER COMMENTS:

Approved for City Council workshop discussion.

Attachments

Survey Questions

Presentation

Survey Comments

Survey Crosstab



2021 Walla Walla Streets Evaluation and Priority Assessment

Thank you for your participation in this Assessment. All answers will remain confidential - your name will not be shared or linked with the results without your permission.

Project Questions

1. Before this survey, were you aware of the GoWallaWalla.us website?
☐ Yes ☐ No (please skip to question 5)
2. Have you visited the website:
☐ Yes ☐ No (please skip to question 5)
3. How often do you go to the website to see project information?
☐ Daily ☐ Monthly
☐ Several times per week ☐ Yearly
☐ Weekly
4. Do you find the information helpful?
☐ Yes ☐ No
5. What project information is most important to you?
6. The intersection of Main Street and 2nd Avenue is frequently congested. When a driver wants to turn left from Main onto 2nd in either direction, this often backs up traffic behind the turning vehicle. The City is considering prohibiting left turns from Main onto 2nd. This would greatly improve the flow of traffic on Main, but drivers would need to go another block or two before they could turn in the direction they wish to go. Do you support prohibiting left turns from Main Street onto 2nd Avenue?
☐ Yes ☐ No ☐ Need more information

Funding Questions

The Transportation Benefit District (TBD) is a City of Walla Walla street improvement program established in 2012 by a voter-approved 0.2% local sales tax increase. The 0.2% sales tax generates 2 cents of revenue for the TBD for every 10 dollars spent in the city of Walla Walla. This 10-year program raises approximately \$1.2 million per year.

By law, funds collected by a TBD may only be used on street improvement projects. In addition to the laws restricting the use of TBD funds, a local citizen advisory committee also reviews the revenues received and used by the TBD, and participates in project selection and prioritization.

From the 2012 approval through the projected 2022 construction season, \$9.3 million in local TBD funding has been used as match money to obtain an additional \$42.9 million in state, federal, and other local funding to make \$52.2 million in street improvements on Rose, Isaacs, 2nd Avenue, Alder, Wilbur, Poplar (in 2022), totaling more than 12 miles. Looking at it another way, for every \$1 of TBD funds, the City has leveraged over \$5.50 in other funding, with \$3.50 of this through competitively awarded grants.

In November 2021, voters will be asked if the 0.2% TBD sales tax should continue for another 10 years. This renewal would not increase the local sales tax beyond its current rate of 8.9%. To potentially guide the next 10 years of projects (if the 0.2% sales tax is renewed), citizens are being asked to help prioritize which streets should be improved next.

7. If residents vote to renew the TBD for another 10 years, which three City streets do you think **should be fixed first**? (Please list up to 3.)

8. If the November 2021 election were held today, would you vote to support renewal of the TBD for another 10 years?

☐

Definitely support

☐

Probably NOT support

☐

Need more information

☐

Probably support

☐

Definitely NOT support

9. Using a scale from 1 to 10, where 1 means "**Poor**" and 10 means "**Excellent**," how do you rate the TBD street improvements made so far on projects such as Rose Street, Alder Street, 2nd Avenue, and Isaacs Avenue?

Poor= 1

2

3

4

5

6

7

8

9

Excellent= 10

☐☐☐☐☐☐☐☐☐☐

10. As noted above, the TBD has enabled the City to leverage significant outside funding for street improvements. Even so, the need for additional street funding remains. Recent analysis shows that the streets need \$5.7 million annually to maintain current pavement conditions.

Since fixing streets is consistently ranked a top priority by citizens, the City is interested in your opinion of potential funding options to properly maintain and improve City streets. How supportive are you of each of these potential funding options?

	Definitely support	Probably support	Probably NOT support	Definitely NOT support	Not sure
Option 1: Increase in the property tax of 50 cents per \$1,000 of assessed property value. For example, for a property assessed at \$300,000, it would cost an additional \$12.50/month (\$150/year). This option would generate approximately \$1.5 million for street maintenance and improvement.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 2: Increase in the vehicle license tab fee of \$50. This would increase the annual vehicle license tab fee for an average car in Walla Walla from \$70 to \$120 and would generate approximately \$1,000,000 for street maintenance and improvement.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 3: A real estate excise tax (REET) is a percentage paid when a property is sold. Currently 0.25% is collected in Walla Walla. Voters could approve a second 0.25% (for a total of 0.50%). The current 0.25% REET on a \$300,000 home adds \$750 to the selling cost; 0.50% would be \$1,500. In 2020, this would have generated an additional \$600,000 that could be used to fix streets and sidewalks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following questions are for analysis only and will not be used in any way to identify you.

How long have you been living in this community? ☐ One year or less ☐ 1-5 years ☐ 6-10 years ☐ 10 years+

Do you own or rent/lease your residence? ☐ Own ☐ Rent/Lease

Is your place of employment located in Walla Walla? ☐ Yes ☐ No, a different community ☐ Not currently employed ☐ I am retired

What is your age group? ☐ 18 to 24 ☐ 25 to 34 ☐ 35 to 44 ☐ 45 to 54 ☐ 55 to 64 ☐ 65+

Which of the following categories best describes your level of education? ☐ Some high school ☐ High school graduate ☐ Some college ☐ College graduate ☐ Graduate degree(s)

Which of the following categories includes your total family income last year? ☐ \$25,000 or less ☐ \$25,001 to \$50,000 ☐ \$50,001 to \$100,000 ☐ Over \$100,000

Please indicate your marital status: ☐ Single ☐ Married/living with partner ☐ Widowed/separated/divorced

Mark the boxes that describe the people living in your house (other than yourself and/or a spouse). Mark all that apply. ☐ Child(ren) age 12 or under ☐ Child(ren) over age 12 ☐ Parent age 65 or older ☐ None of these

What is your gender? ☐ Male ☐ Female ☐ Other

Please mark all that apply: To which group(s) do you consider yourself to belong? ☐ Asian ☐ Black/African American ☐ American Indian/Alaska Native/Native Hawaiian ☐ Other ☐ White/Caucasian ☐ Hispanic/Latinx

Which languages are commonly used in your home? ☐ English ☐ Spanish ☐ Other

In which City ward do you live? ☐ West ☐ Central ☐ East ☐ South ☐ Don't know

Thank you for your time. Please return this assessment in the postage-paid envelope provided.

Walla Walla Community Engagement on Streets

September 2, 2021

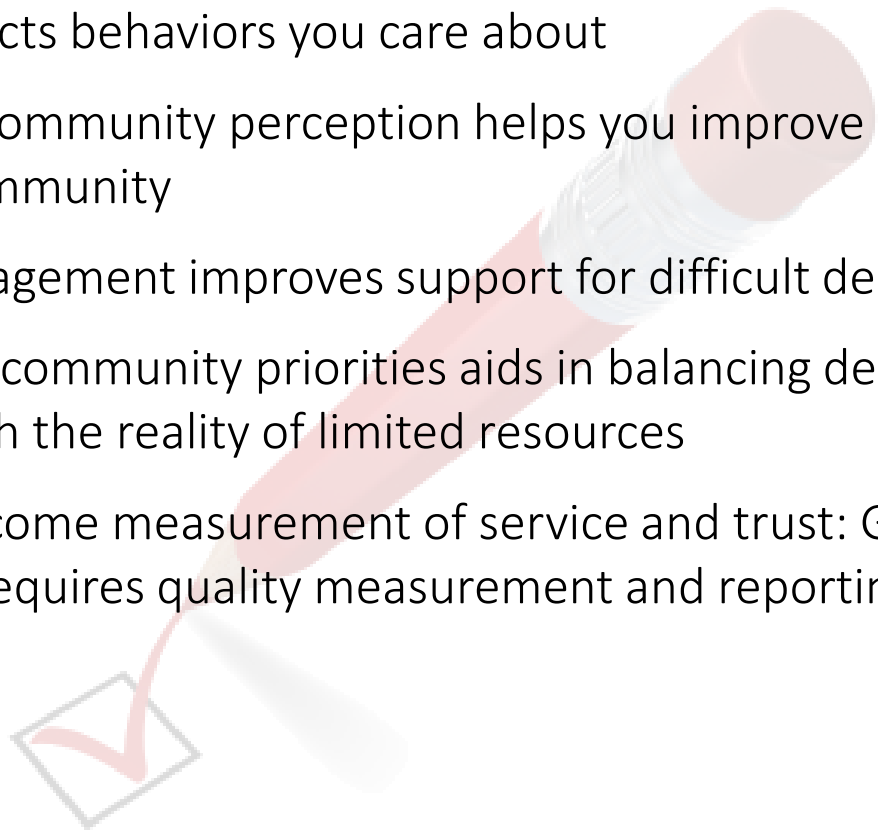


Background on Cobalt Community Research

- 501c3 not for profit research coalition
- Mission to provide research and education
- Developed to meet the research needs of schools, local governments, and nonprofit organizations

Measuring Where You Are: Why Research Matters

- Understanding community values and priorities helps you plan and communicate more effectively about community decisions
- Perception impacts behaviors you care about
- Understanding community perception helps you improve and promote the community
- Community engagement improves support for difficult decisions
- Reliable data on community priorities aids in balancing demands of vocal groups with the reality of limited resources
- Bottom line outcome measurement of service and trust: Good administration requires quality measurement and reporting



Study Goals

- Support budget and strategic planning decisions
- Understand resident communication preferences and experiences regarding transportation projects
- Identify street repair and funding mechanism priorities and preferences

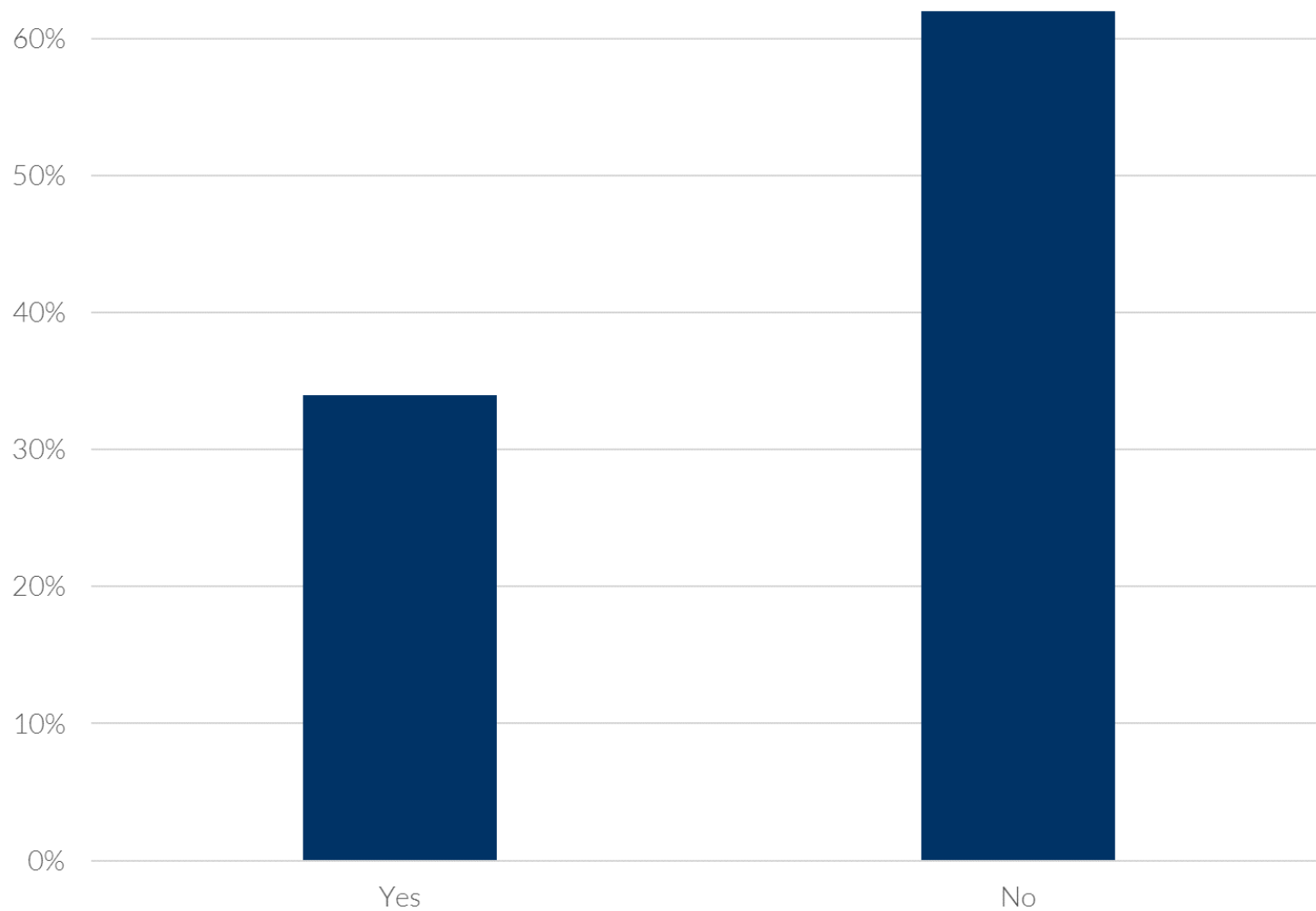
Methodology

- Random sample of 1,500 addresses of active registered voters
- Conducted using two mailings in July and August 2021. Responses either online or via postage-paid envelope.
- Valid response from 408 residents, who were part of the sample, providing a margin of error of +/- 4.8 percent
 - **Note:** National surveys with a margin of error +/- 5% require a sample of 384 responses to reflect a population of 330,000,000
- In addition, an additional 88 residents responded who were not part of the sample, increasing the total response to 496. (These responses were included as a separate line in the cross tabs and were not included in the overall calculations.)

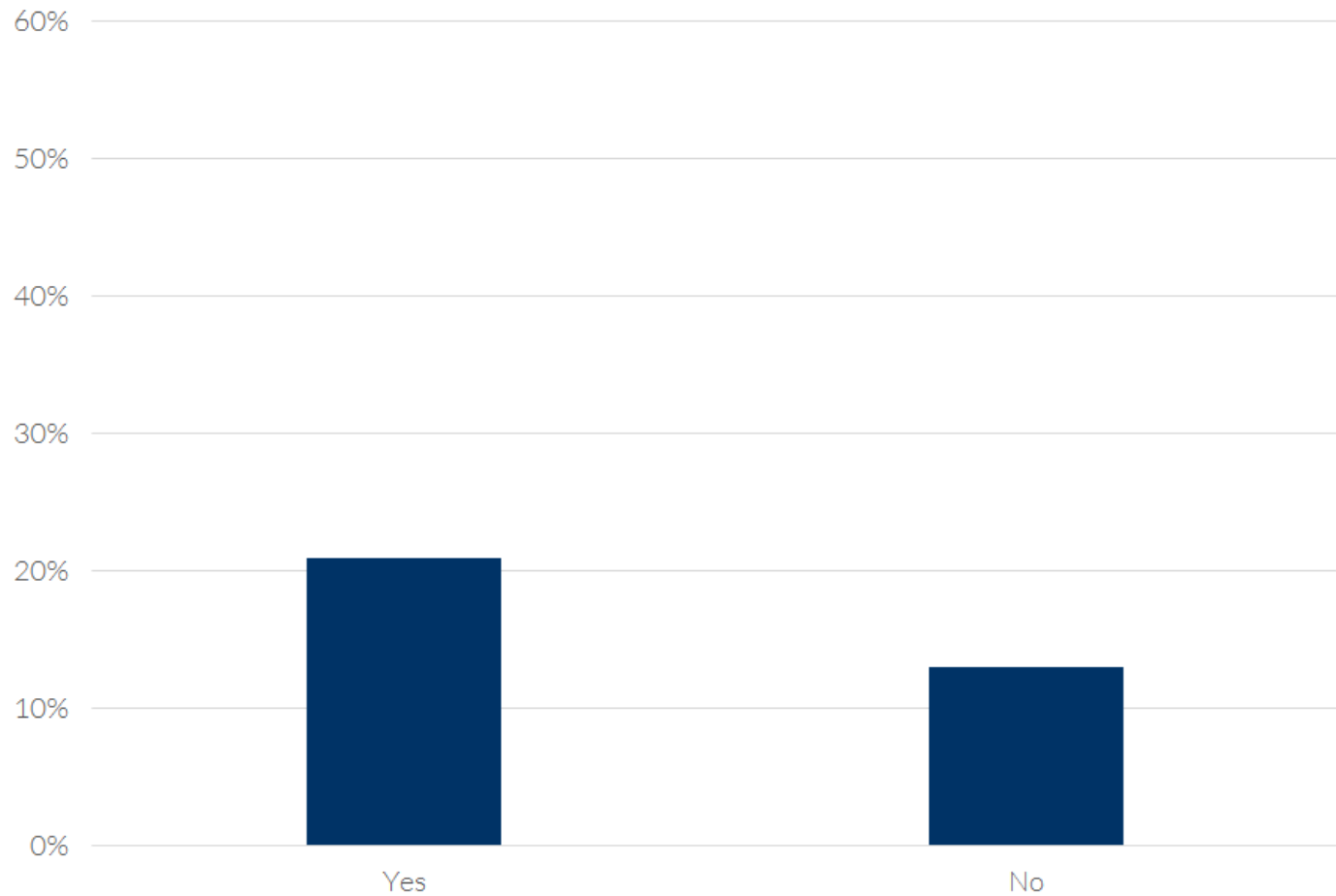
Results



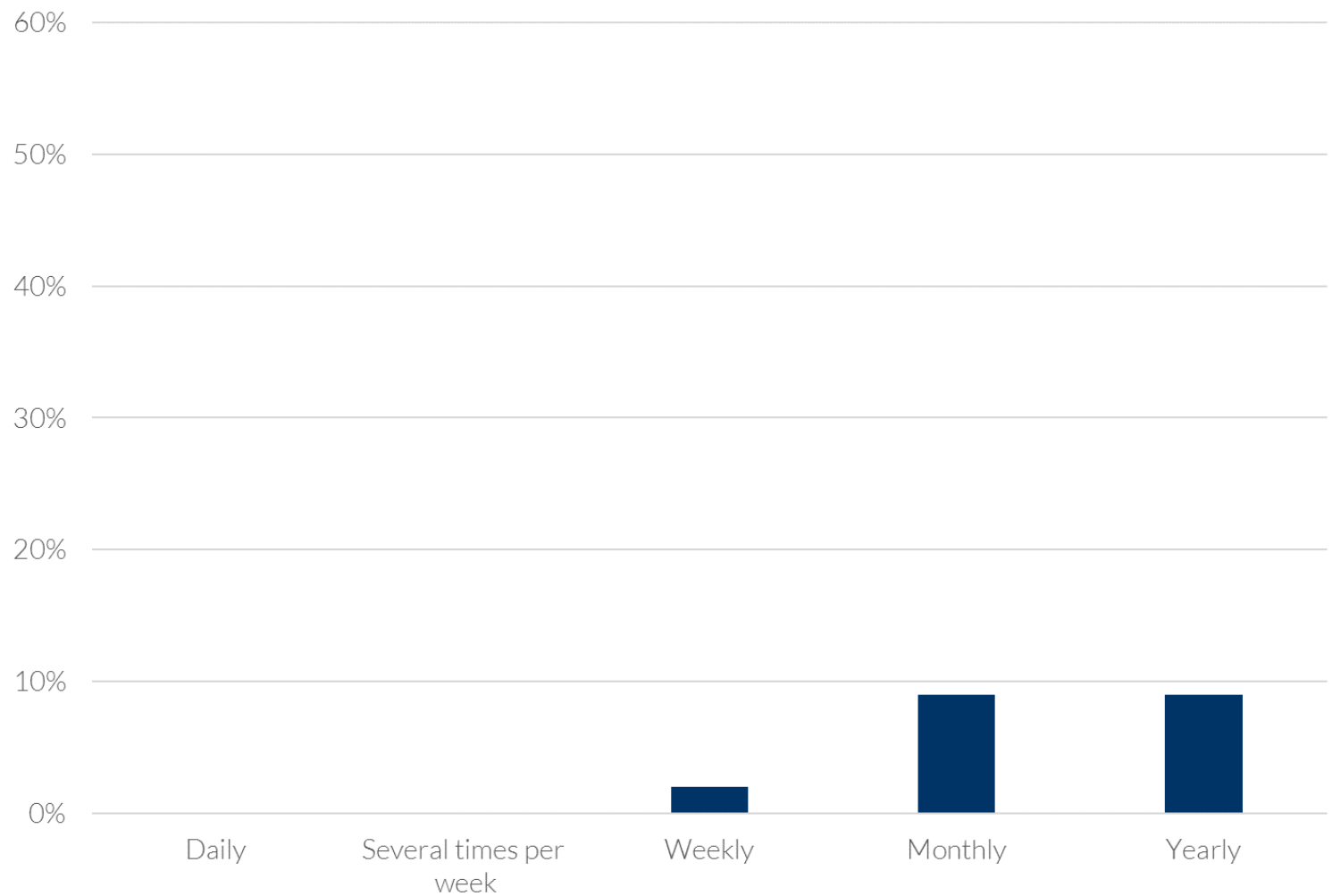
Aware of the Go Walla Walla Website



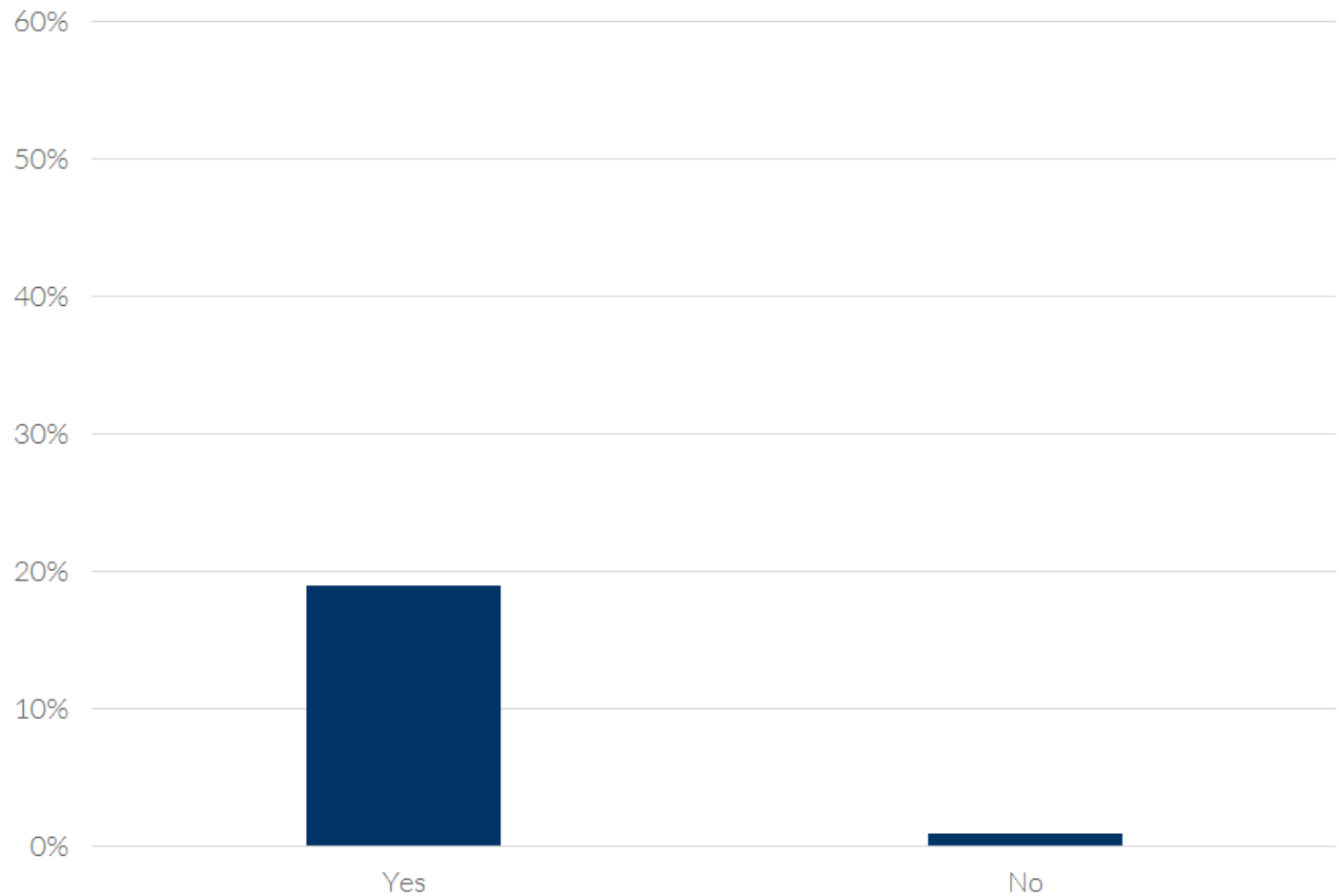
Have you visited the website?



Website Visit Frequency



Was The Information Helpful?

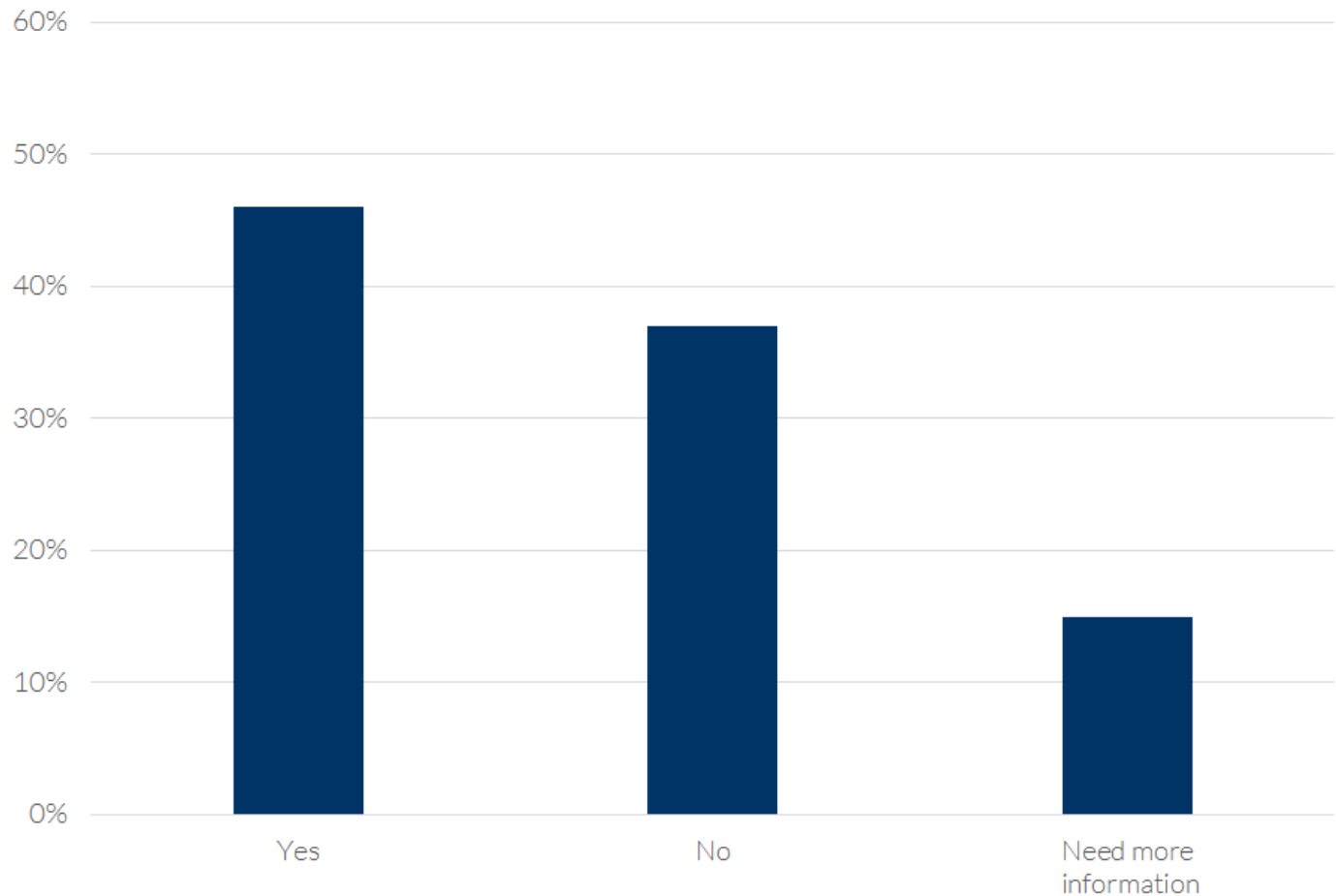


What Project Information is most important to you?

1. **Road:** People could use information on current road conditions, upcoming projects, funding details, timelines. Communicate detour information beforehand.
2. **Project:** The community is looking for better communication with city officials on upcoming projects and when projects will begin and end. Residents interested in more information on project purpose and funding.
3. **Closure:** People are looking for advance and up-to-date information on when roads will be closed and how it affects their area.



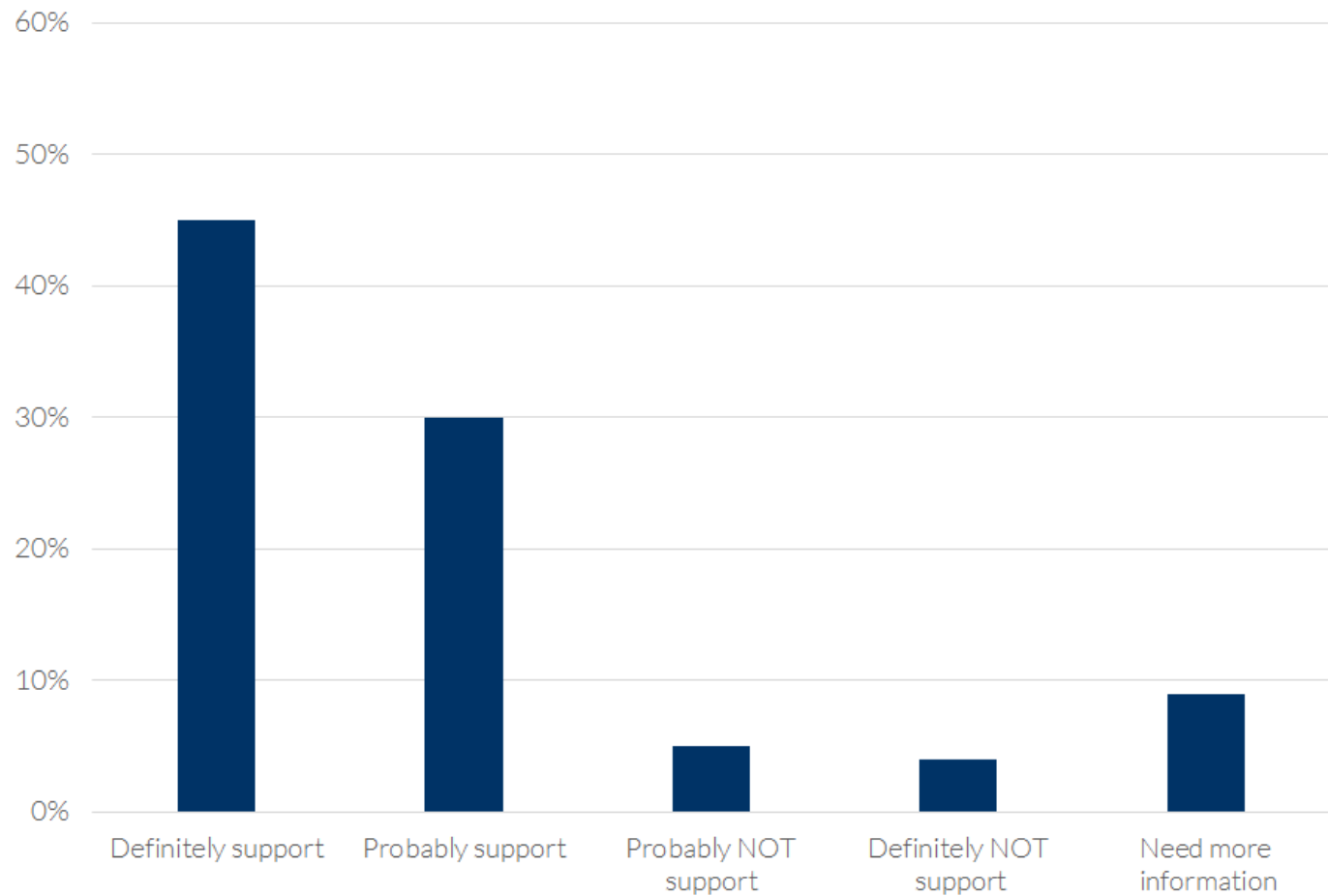
Do You Support Prohibiting Left Turns from Main Street onto Second Avenue?



Top 25 City streets to be fixed first if TBD approved

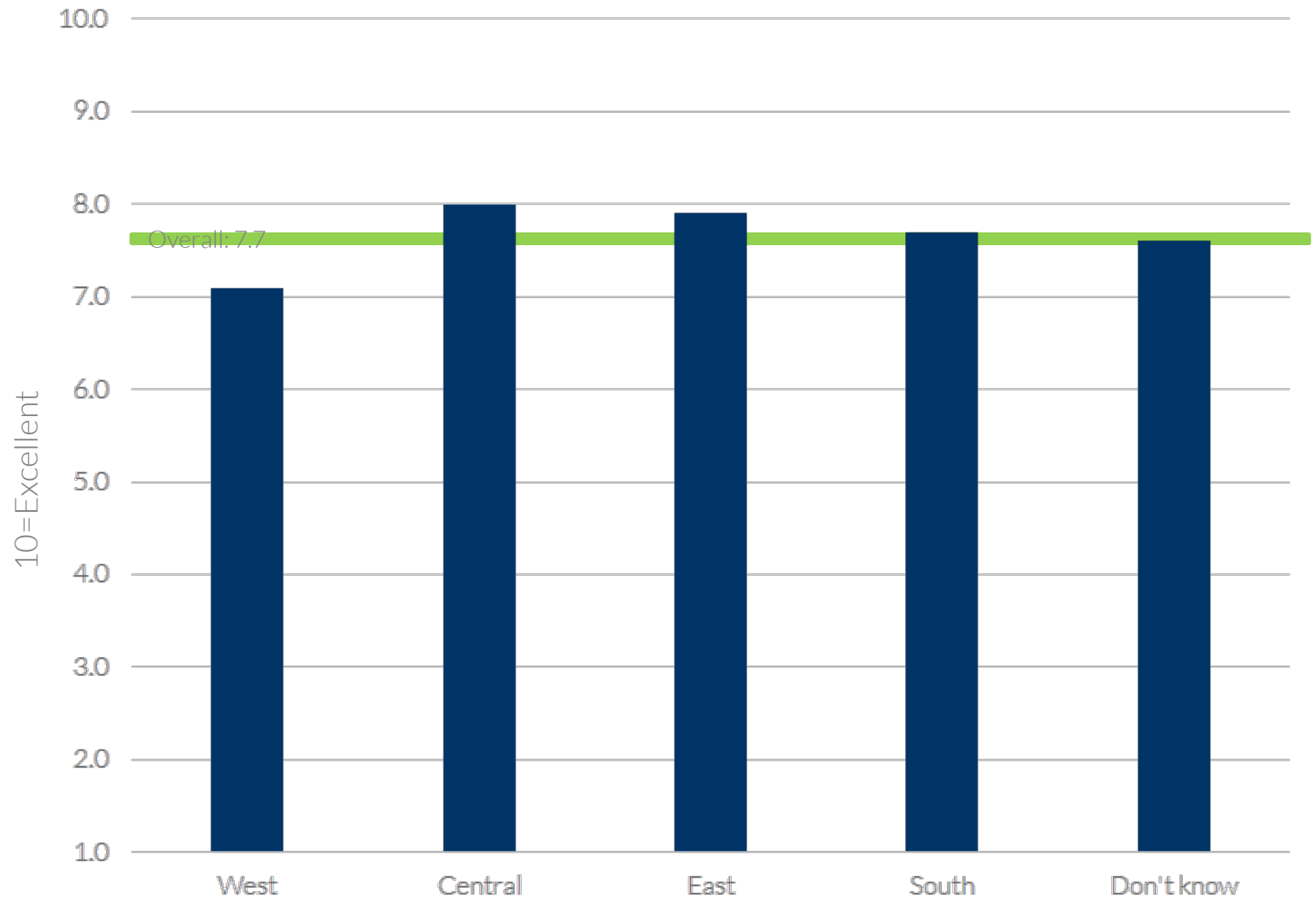
STREETS	FREQUENCY OF MENTION
Poplar	74
Howard	60
3rd	49
Clinton	39
Main	32
Alder	30
Whitman	27
Chestnut	25
Pine	22
Roosevelt	22
Boyer	21
Division	19
Bryant	18
2nd	17
9th	16
Wilbur	15
Plaza Way	14
Highland	14
4th	13
Rose	13
Fern	13
Melrose	12
Park	12
Morton	11
Sumach	10

Would you Vote to Support Renewal of the TBD for another 10 years?

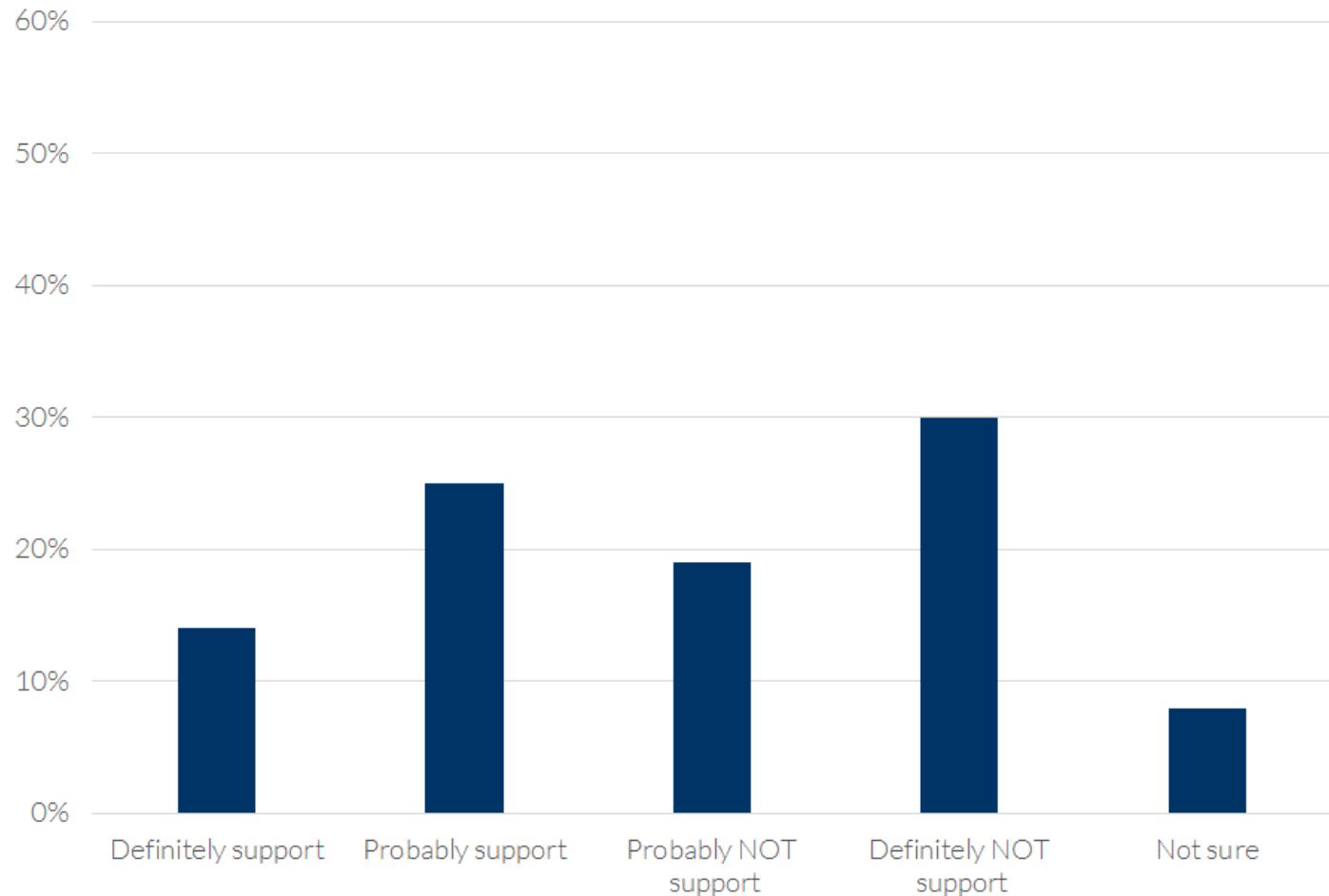


Rating of TBD improvements so far

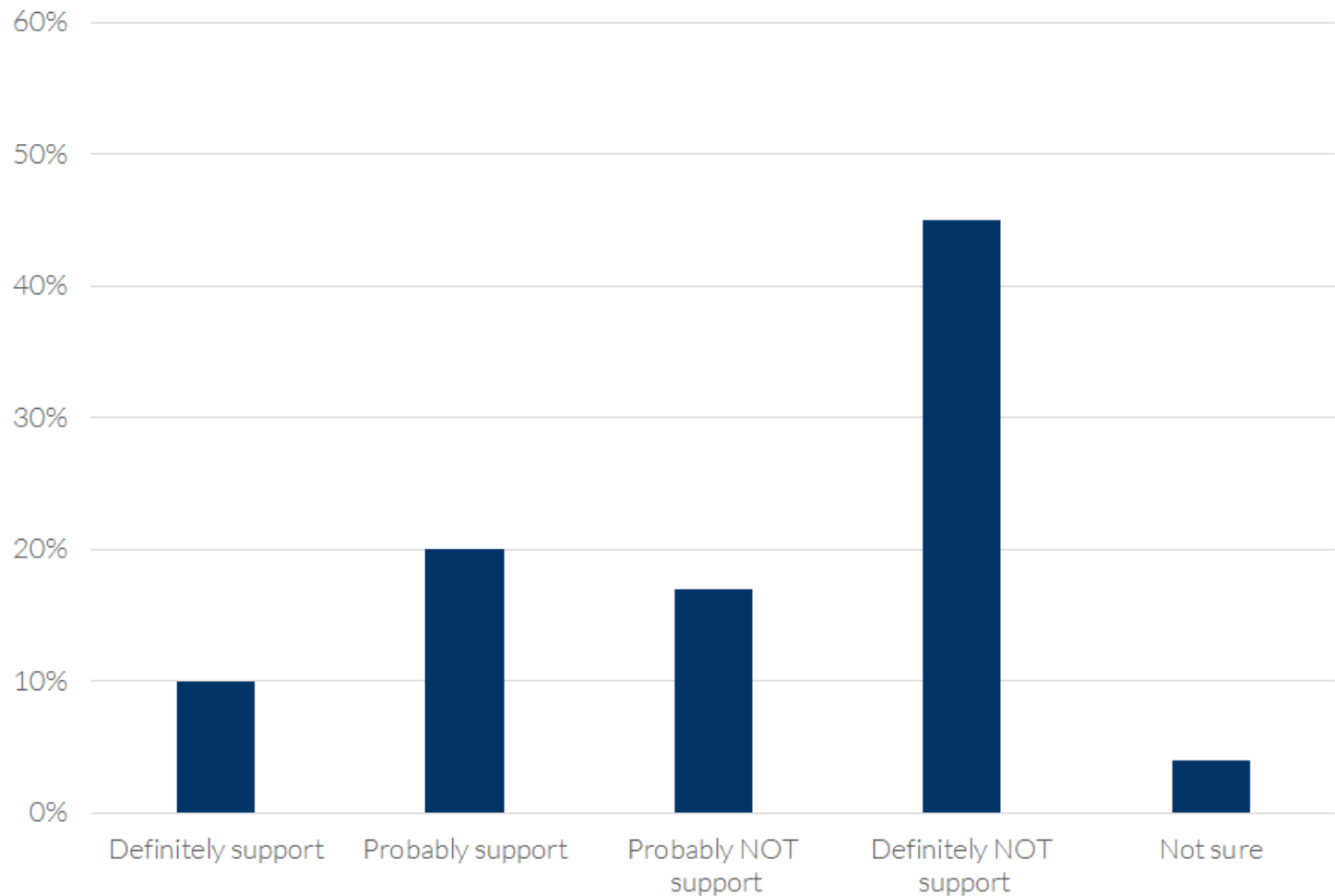
(Rose St, Alder St, 2nd Ave, & Isaacs Ave)



Property tax by 50 cents per \$1000

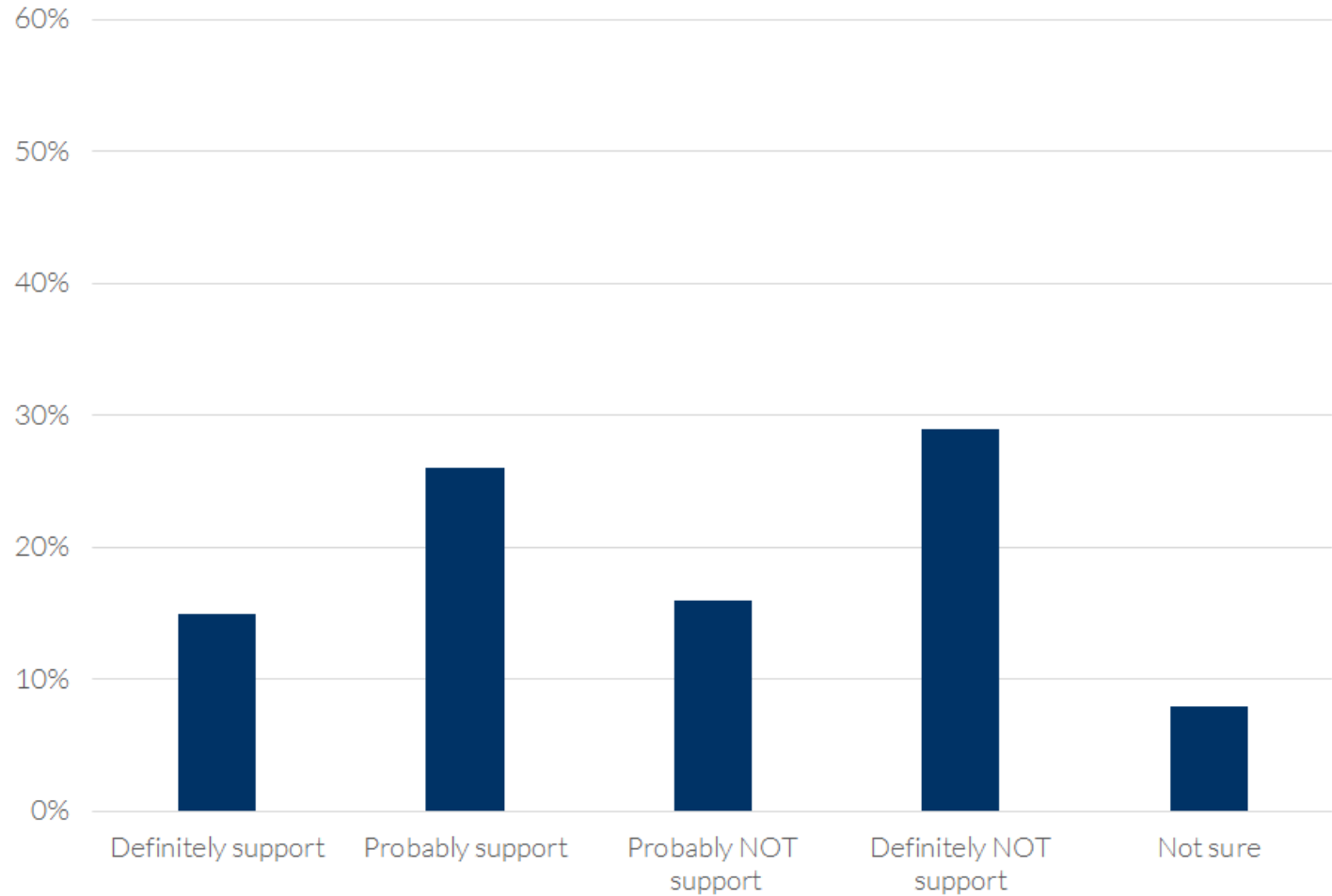


Increase in vehicle license tab by \$50



Additional Funding Option 3:

Real estate excise tax (REET)



Word Cloud: Other Comments

Top Themes:

1. **Turn:** Respondents would like to see a turn lane and signal added with less parking near the intersection.
2. **Tax:** Several residents noted property tax should be used more effectively to fix the roads.



Questions

What project information is most important to you?

1. Cost to homeowner/taxpayer 2. Road closures 3. Timeline
1. Keeping streets in good repair 2. Snow and ice removal in winter
125/Plaza Way project
9th and Main Street has to be fixed, street is pretty bad.
9th St roundabout
9th St roundabout - support it
9th Street roundabout
Access to affordable housing. How to use water sustainably. More important than roads.
access to Plaza Way businesses
Accountability of monies received and spent
Activities
Activities for my son
Address traffic flow issues. The intersection of Chestnut and Howard is awful
Alder IRPP
All project information
All projects
All projects considered for street improvements
All street construction
All street projects named
All the streets need to be in better shape not just a few streets. All of them.
any arterial/highway or bridge
Any bad streets
anything related to road construction
Behind the scenes deals the city manager makes with W3 Entertainment.
Benefit the most people and total cost
Bird Sanctuary
Brief project reports on major street and other projects. Detour information.
Budget and progress
Budget information/funding. Road/street updates and info with updated timelines. Would love more input
BEFORE projects start, i.e. sidewalk grant in 2020
Circle at Plaza and 125. Making Main street a pedestrian way between 2nd and Colville
City roads
City streets - tree trimming and pavement
City streets in/out of operation. Community sports leagues. Local merchant profiles and business information.

Cleaning up my street, Carrie Ave. Too many signs on houses that start with "Fuck"
Clinton/Lower Waitsburg and Hwy 12 - this reroute at the Hwy has increased the traffic on Wellington dramatically. If nothing done these then finding a way to decrease or slow traffic down on Wellington.

Closings, alternate routes, timetables
Closure and timelines
Closure timelines
Closures
Closures
Closures of streets and purpose
Closures, progress
Closures, street design, pedestrian and cyclist infrastructure

Communication regarding short and long term city projects including street imp., upgrades, road closures, etc.

Community affairs

Completing round-a-bout!

Construction

Construction detours and schedules

Construction priorities and projects, construction progress and completion dates

Construction projects and road updates

Construction projects, detours, and alternate routes

Cost - will improvements +/- cost of assessment evaluation - how where will residents identify cost to them (us)? I'm 81 yrs - paid taxes here for 36 years

Cost and necessity of project

Cost of services, tax and fee increases

Cost to implement and maintain, tax increase effects, net improvement.

Cost, scope, status, plans, funding sources, ranking of project related to community need versus other roadway projects, modes of transportation included such as pedestrian-bikes-wheelchairs-motorized vehicles

Current and any proposed street work make sure at least the local neighborhood is informed

Current or upcoming projects

Current project detours, future project dates, future proposed projects

Current project information and proposed or upcoming projects. The city is currently surveying my street.

What's up with that?

Current project timing and location

Current projects and road closures

dates and cost

dates and time frame

Dates of closures

Dates of closures or construction. Advanced notification to the public through reader boards or on social media.

Detour information, funding, timeline

Detours for all the projects

Don't know

Don't know

Don't know

Don't know

Don't know what what project info is

Eastgate Streets

Education

Every project

Everything that is upcoming and new.

Finish Park Ave, old tree limb recovery from power lines

Fixing more streets

Fixing potholes in the roads and improving the side streets

Fixing the old sidewalks (concrete). Wife has tripped on uneven walk costing \$\$\$ in dental bills!

Fixing the roads we have and not blowing \$\$ on roundabouts

Friendly walking and biking trails with easy and identifiable access throughout the city, not just on the city streets.

General projects and city growth

Good information about detours and how they will impact traffic flow.

Haven't looked at website

Help seeing the progress report in the H2O bill

How about my street first. You guys want to take more of my hard earned money. You don't do anything for the residents streets just focus on the streets where the businesses are and tourists. The only thing you have done for me is raise my taxes.

How long will roads be closed? What is the strategy for keeping trees alive in the median

I do no longer drive so cannot answer

I do not understand this question.

I don't even know what the projects are.

I don't understand what you mean by "project info" - road projects? If so, dates/timelines, locations, prioritization

I like the fact the public gets a say in how dollars are being spent.

I looked at the Plaza Way to understand the project.

I read the WWUB, so I follow projects from there. The roundabouts are a very important improvement.

I think a better approach would be to make main street a one-way street that flows from 2nd St. to Palouse St. Better yet, close main street to all traffic. Please also address pedestrian safety, it is currently very unsafe to walk and cross the street downtown.

I think I appreciate being informed on closed roads and sidewalk improvements

I want our streets fixed. I have hit potholes after potholes it has costs me \$280 front end work on a 2016 Toyota Corolla, it's ridiculous!! Fix them - we pay taxes!!

I want to stay current on what our community leaders are investing our money in. The current street projects that are most interesting to me are the projects that are taking place at Tietan/Plaza Way and the SR125/9th St. intersection with Plaza Way and Dalles Military Road

I would appreciate more detailed information and proposed solutions just like what is presented in question 6 regarding the left turn situation at 2nd and Main. When deciding general support it is beneficial to have the problem explained and potential solutions laid out just like in questions 6. I am supportive of the proposed solution but might not be supportive if there were a different solution suggested. For instance, the rate at which traffic circles are being suggested and implemented in this town is appalling. If a traffic circle were suggested as a solution for any future traffic conditions in town, I would be strongly opposed. The details are important.

I would like flashing pedestrian cross walk signs placed at the X walk by rehab center by Dollar Tree and B:mart. There are a lot of older handicap people trying to cross street.

I would like more information of places where crosswalks are placed.

I would like more information on places where crosswalks are placed.

I would like to see a "round about" installed at the intersection of Evergreen and Blue Streets

If a cellular tower will be placed at Murk Field and Rec. Area

If it is entirely closed/detoured, or just slowed/congested. When the project will end.

I'm interested in all of the infrastructure projects in town.

I'm not sure what this question is in reference to.

Improve pescic (sp?) safety

Improve recycling system

Infrastructure

Infrastructure and paving

Installing a crosswalk and speed reduction signs at the intersection of S. Division Street and Lincoln Street - across from Pioneer Park. Cars currently drive too fast thru this area.

Intersection of Chestnut and Howard! Evaluation of traffic viewing at stop signs due to bushes and hedges that block view of traffic. 9th and Plaza Way roundabout

IRRP

IRRP Projects

It helps to know where construction is happening so that I know where to take or follow a detour.

It's most helpful to know when projects start and when they're expected to be completed. People need to be able to plan accordingly.

It's nice to know about road closures before hand.

Keeping up on the know of changes and how tax \$s are being spent.

Keeping us informed on the ongoing changes. I like the way we are continually informed on the round about progress and what areas are closed.

Knowing what the city's upcoming projects are

Knowing when something is going to be repaired

Location

Location of current and upcoming work

Location, duration, and detours.

Locations/durations of road closures and other work I need to be aware of

Mail

Make 2nd @ Main to Palouse a walk only option.

Making the streets of Walla Walla more smoother - All neighborhood streets are sooo bumpy. Poorly repaired.

Maps explaining traffic flow during construction

More side walks, bike lanes and cross walks extended out onto Bryant Avenue, slower speeds and traffic light at Bryant and strum because often cars speed through these streets back and forth from east walla walla to Walmart or from high school to community college.

Myra Rd project

new housing developments that have been approved, tree removals, park work

New projects, problems and openings on boards

No more roundabouts

No more taxes!

No opinion

None, don't know

Not putting roundabout in! Put 4 way stops instead!!!

Not sure

Not sure

Not sure, still learning about projects

Notification, parking restrictions, overall duration.

Our roads - no very impressed w/ tax payers monies - not being taken care of!!

Overview plans of what changes are planned and when

Park ST

Penrose/Alvarado, Roundabout @ 9th and Plaza Way

People are driving around looking for parking. Great idea when changed some parking from car parallel to curb to diagonal. I think this reduced traffic. The problem is couple of our side streets and parking have been taken away because of streets being blocked off for outdoor dining because of how the city is dealing with COVID. How about opening our streets to let the cars drive and letting people eat inside restaurant instead of our city streets meant for driving cars.

Periodic reports on the progress.

pine street

Planned and current street closures and timelines for re-opening. In winter, information about road conditions.

Planning and zoning...where development and renovation are being considered. Recent examples are historic district and Cottonwood subdivision. The later has traffic consequences.

Plans for future improvements to existing streets; future buildings

Plaza - 9th St. go around project how to get to shopping in that area

Plaza- SR125

Plaza Way

Plaza Way - roundabout progress

Plaza Way round-a-bout; 3rd Ave bridge

Plaza way SR 125

Plaza way Tibetan street closure

plaza way/dalles military way/highway/9th ave project.

Plaza/Highway 125

Poplar Street

Posts on Next Door regarding city construction.

Prohibiting left turn from car wash to Dales Military Road/9th St

Project contacts and what's going on.

Project overview, map/plan of project, staff contact, estimated start and completion date, and funding.

Project purpose, location, and progress.

project scope, schedule, closures and detours

projects that affect roads and daily access to businesses and other activities.

Proposed benefits & solutions, and potential downsides of projects; costs and impacts to the city; information as to the study data which went into the proposal and why it is good for the city.

Quality streets, quality water

Reducing traffic, increasing walking, cycling, and carpooling

Repairing streets like Clinton St between Isaacs and Alder. Prohibiting both side street parking on Clinton and other tight, high traffic streets. Eliminating intersections that have no stop signs; adding at least two stop signs to one of the streets; people don't realize what they are and continually blast through them.

Repaving any and all streets with asphalt NOT chipseal. Provide bike lanes or wide striped shoulders. Sweep all bike lanes.

Report a pot hole.

results of survey.

Road closure schedules

Road closures

Road closures

Road closures

Road closures
 Road closures
 Road closures
 Road closures and availability dates
 Road closures and detours
 Road closures and detours. Also, the source(s) of funding (grants, loans, fees, taxes, etc.)
 Road closures that affect my commute.
 Road closures, also any improvements to our parks
 Road closures, detours, construction (and planned) maintenance
 Road closures, I suppose, although the extent of the closure on Hwy 125 does not appear to be up to date (state rd?) Pot hole reporting is useful as well.
 Road closures, upcoming projects
 Road closures, utility outages
 Road closures/improvements
 Road construction, alternate routes, schedules
 Road construction/repair. New buildings, new businesses coming to town. Improvements to downtown.

Road improvements
 Road improvements.
 Road projects
 Road repair and parks/kids
 Road repair on side streets mostly traveled. Park maintenance and tree health.
 Road repair, downtown parking
 road repairs and closures
 Road repairs that require closing roads. Detours to avoid repairing streets.
 Road updates/construction. So many bad roads. Nice to see what is being improved.
 Road work
 Road work
 Road work
 Roads
 Roads
 Roads
 Roads
 Roads and ease of travel!
 Roads and recycling
 Roads, construction
 Roads, COVID-19, downtown
 Roads, new businesses
 Roads, parks, water scores to be more public.
 Rose/3rd Bridge replacement, most impactful for daily routine. In general, would be more interested in park maintenance projects.
 Roundabout 9th and Hwy 124
 Roundabout 9th and Plaza
 Roundabout and construction updates
 Roundabout at Plaza Way, not sure why it was done?
 S. 4th St. between Poplar and Chestnut
 Safety, cost, finish time
 Schedule of closures and projected completion, I suppose
 Schedules, future work identified

schedules, unforeseen conditions, problems. Particularly for Plaza way intersections.

Schedules/frequent updates, locations, the website hero image has little information on what Go Walla Walla is.

Is it a website about general city construction? Just road specific?

Schools - streets

Sewer line upgrade

Since my home is between Park and Howard, with the garage very close to the street on Howard, I'm worried about getting in and out of my home. I'm also worried about the sprinkler system on Park.

Something to improve the safety of pedestrians at the corners of 2nd and Alder. I have to run or wait for turning cars about ever 3rd time I cross the street there. Those turning left can't always see someone waiting to walk across the street. The walk sign showing a couple of seconds before the light changes (as it does at Main & 2nd) would help.

Spring Terrace Pump Station. Penrose and Alvarado IRRP

SR-125/Plaza Way

Start time of project, weekly or bi monthly update and Completion time

Street

Street and sewer improvements

Street and underground utility repair/upgrade/replacement

Street blockage, traffic changes

Street closings

Street closings

street closure / water shut off / engineer phone numbers / project time lines

street closure information

Street closures

street closures

Street closures

Street closures

Street closures

Street closures and improvements are very important to know about. I can't remember without looking at the site now if that information includes maps of affected areas, but if there are no maps, they would be very welcome to help understand exactly where the text is talking about.

Street closures and updates on projects

Street closures, business access

Street closures, leaf clean-up

Street closures, length of projects, data on new changes prior to projects, community input before projects begin

Street closures, new projects being considered

Street closures, street improvements, bridge closures, bridge replacements

street conditions, potential projects

Street downtown improvements Alder, Wilbur, Poplar, Main

Street improvements

Street improvements

Street info near where I live and work

Street lighting

Street maintenance

Street maintenance and closures

Street pavement, sidewalk condition

Street project designs and approval

Street renovation and closures. The permanent closing of First Ave downtown has added such a nice feel to the interior of the city. The fewer cars the better, in my humble opinion.

Street repair

Street repair

Street repair

Street repair

Street repair

Street repair

Street repair - repaving

Street repair and maintenance

Street repair infrastructure improvement

Street repair, homeless services

Street repairs

Street Repairs

Street repairs to E. Poplar and W. Main

Street repairs, especially filling potholes

Street signs need to be more legible (bigger)

Street work

Street work

Street work where streets are completely closed

Street/sidewalk closures/repairs, Downtown streets - walk about/dining areas

Streets

Streets

Streets

Streets

Streets

Streets - closures, bicycle lanes or trails that I can use

Streets work, Leaf collection

Streets, parks, storing RV's on streets

Streets/sidewalks need a massive infusion of \$. I will do/pay almost anything to make this happen. It's a third world country here! Turn pocket possible?

Surveys are costly and unproductive. Public opinion isn't near as important as structural need. As leaders, I expect you to prioritize those needs appropriately. Plaza Way closure should be determined by efficiency and if opinion was sought, the businesses affected had priority. I'll reserve thoughts on the Plaza Way a roundabout for after completion. I hope it works as well as someone evidently thought.

The city and county need to be more transparent on all projects they are hocking, It appears they hide the overall scope and cost to the people by separating each out. As an example in the last month my house was assessed another 65K, that on top of 55K last year. Stay with a budget. On top of the fire department wanting a million dollar truck and 12.50 monthly ambulance surcharge. Look at programs that are loosing money and not used, but you still tax us for programs like recycling when we do not want.

The info is all "most" important.

The intersection of Poplar and 7th streets needs to be addressed as it is very difficult to see oncoming traffic from the hospital side of 7th street. Even in a full size 4 wheel drive we can't see passed the parked vehicles parked on Poplar St without pulling almost into traffic.

The new roundabout at Plaza/Dulles/Hwy 125 - paving last tiny section of Ankeny

The newsletter that comes with the bill

The planning phase is of most interest to me.

The purposed 'roundabouts' in Walla Walla.

The roads, terrible potholes

The roundabout at 9th and Plaza

The roundabout at Plaza, 9th, Hwy 125, and Dalles Military Rd. I frequent the area for shopping and commuting.

This information applies only to Walla Walla citizens who frequently use 2nd and Main St. I only infrequently go downtown. Prohibiting any traffic, on any street in Walla Walla, only affects drivers who rarely use Main Street. I'm surprised the city cares about drivers who rarely use Main Street - sounds like "lip service" to infrequent downtown drivers.

Tietan/Plaza Way, new traffic circle, Park St.

Time frame, detour map, justification for change

Time until completion, road detours

timeline and goals

Timelines, cost, impact on local businesses, environmental impact

Timelines, detours, road closures, cost, why

timing and funding

Timing of projects

Timing, priorities and opportunities to influence projects and timing

Too bad the city allowed parklets in that area further restricting traffic flow

Traffic circles. As a legally blind pedestrian, they are terrifying and I am concerned about how those who are visually impaired can feel safe crossing in them.

Traffic control and flow.

Traffic flow patterns downtown, sidewalk repair

Up to date road closures and detours

Upcoming projects scheduled, estimated costs

utilities, (water and sanitation), schools, streets

Walla Walla city sidewalks

Water and garbage

Water line replacement

Water line replacement and street repair

What and when streets are being closed/repared

What do you do? What is this?

What projects

What projects are planned. How funds are being used/matched with state/federal grants

What roads are closed because of construction

What roads are in construction and estimated time of completion.

What streets are closed

What streets will be improved and when and how long will it take. Please make sure you pay attention to wheelchair people - that can reach the segments to cross the street and that there are good access ramps

What's available.

Whatever works best for WW - I don't drive - rarely leave within 1 mile of home

When a street will be closed and how to navigate. Also, which projects are scheduled for when

When and where the streets will be close

When streets will be closed

When the road construction is starting, ending, delays in traffic on the days when workers are working on the project. Also, I question why the electric lines and fiber optic cable isn't being installed under the street since this construction is taking place.

When will you guys fix (repair) this messed up 4th Ave? Or our tax dollars aren't good enough as those in higher social economic status neighborhoods

Where and When

Where, when, cost, intrusiveness to my travel

Which streets will be closed and how long

Who decides what part of the city priority and improvements.

Why do street repairs take so long?

Why was the bridge at 3rd and Rose NOT fixed before the street was repaved?

work that is currently planned

Would like to know prior to the following year what streets will be worked on for utilities, resurfacing, curbing, etc.

WW city streets in business area

#1 Priority road

"J" street, Clark Street, spend some of my tax money in my neighborhood!

(1) Poplar (2) Alder (3) West Main

(1) Whitman St. east of Palouse St., (2) Howard St. north of Juniper

(You almost need a lift kit and 4WD): Poplar, Howard, Boyer

? The worst streets with the most traffic.

1 - Clinton Street 2 - Clinton Street 3 - Clinton Street

1 - just make Main Street between 3rd and Palouse a pedestrian corridor and build more parking 2- Boyer from Blue to Whitman campus is horrible 3- division south of Boyer is horrible and 4- Alder from Palouse to 9th is embarrassing

1 - Poplar St. (from 1st to Park Street) 2 - Chase Street - from Poplar St. to Chestnut St. 3 - Cherry St. - from 9th Avenue to 11th Ave.

1) 3rd Street (between Chestnut and Tietan) 2) Melcolm St (by Jefferson Park) 3) Plaza Way 9th new roundabout very bad idea

1) Clay 2) Streets off of Melrose area. It seems major streets have been improved. Why not use current tax basis for any additional and keep improved ones in good repair. The 10 yr program was voted in to improve streets. It was done so tax should be done. Don't keep wanting more \$ like a drug addict. At a later date, if needed can be looked at. Just because you can get matching money doesn't mean we should. In saying this, I would go for this tax rather than other 3 under question 10.

1) How about Howard Street? Wasn't that originally on the list? 2) Poplar 3) Finish up ALL of 2nd. Also, why can't left turn single lights to get installed?!!!!

1. 3rd Ave - Tieton to Chestnut. It is being used a lot more during recent detour of 9th. 2. Village Way is extremely rough.

1. 9th Street 2. School Ave 3. Bryant Street

1. A roundabout by the high school at Fern and Abbott Road 2. 4 way stop at Fern and Reeser

1. Ash St 2. 6th S 3. Whitman Dr.

1. Chestnut (Westside) 2. School Ave near Berney - no sidewalks - including the intersection of Pleasant/School Ave near Berney

1. Chestnut 2. Clinton St. 3. S. Palouse (need storm drain @ NE corner Palouse and Newell)

1. Division between Isaacs and Alder - not sure of other streets at this time

1. Finish Plaza Way 2. Highland 3. LeRood (sp?)

1. Howard between Alder and Chestnut 2. Roosevelt

1. Howard between Alder and Park 2. Madison between Alvarado and Bonsella 3. Alleyway between 1200 block of Portland Ave and Alvarado Ter.

1. Main 2nd-9th 2. Pine 3. Polar Spokane-Alder

1. Main Street between South 9th Street to South 5th Street 2. Boyer Avenue between South Park Avenue to South Clinton Street 3. Chase Avenue between West Chestnut Street and Willow Street

1. Olive St 2. Bryant Ave 3. W. Pine St

1. Poplar St. between 9th and Park St. 2. Melrose St. between Wellington and Tausick Way. 3. Roosevelt St. between Whitman St. and Isaacs Ave.

1. Put a sewer line in the 200 block of Assumption Dr. 2. Poplar St. 3.

1. Roosevelt between Alder and Isaacs 2. 4th St between Rose and Cherry St 3. Poplar St near downtown (blocks between 9th and Alder)

1. Rose Street 2. 2nd Street 3. Main St.

1. S. Third Ave 2. All streets between 2nd and 4th and between Tieton and Leonard Dr 3. Whitman St, 1 block east of 1st

1. Street w/ schools DNK

1. Traffic around Wa-Hi and 2. Pi Hi needs to flow better 3. The intersection of Hwy 12 and Clinton/Lower Waitsburg is too hard to turn right into. I realize that is likely DOT.

1. Whitman St between Howard and Division 2. Locust Street between Division and Howard

1. Whitman Street (specifically between Garrison Middle School and Sharpstein Elementary (old rail lines are showing through and many cracks and uneven surfaces).

11th Avenue, Cherry

1st - Pine Street (west to 13th Street) 2nd - Howard 3rd - 3rd Street

1st Ave, 9th Ave

1st Street, Howard Street, Pine Street

2nd Ave Howard St S Wilbur Ave - south of pleasant

2nd Ave, Poplar, Rose

2nd, Alder, Poplar

2nd, Rose

3rd and Main to Lower Main St, left turn lane on Alder and Second, Poplar St to 9th

3rd Ave from Tietan to Chestnut, Howard from Pleasant to Alder

3rd Ave, Morton St, Orchard St

3rd Avenue from Tietan to Chestnut, Catherine St from Birch to Chestnut, various streets in north area of town around penitentiary area

3rd Avenue, East Sumach Street (especially curbs and sidewalks)

3rd Avenue, West Main Street

3rd between Chestnut and Tietan, 2nd between Poplar and Tietan, Fern from Pioneer Park to Bryant

3rd between Chestnut and Tietan. 4th between Chestnut and Tietan. Safeway Parking lot.

3rd St from Chestnut to Tietan (would relieve 2nd St traffic), 9th, Pine St from Mayca to 9th

3rd Street between Chestnut and Tietan, Plaza from Hwy 11 to Tamarasol

3rd street from Tietan to Maple -- especially bad after the detours have created more traffic on the street, Chase - from Chestnut to Poplar - this is the access to the hospital and medical offices from the south end. Terribly rough and uncomfortable for those who are ill and older., Scarpelli - from Tietan to Wallowa. Highly used as access to Watti. Very patchy and rough.

3rd Street, Pine Street, Morton Street.

3rd Street, Wilbur, Rose (W of 9th St)

4th Ave (South), Eagan, Myrtle

4th ave from rose st to oak;

4th Ave, Clinton St, Chestnut St

4th St (Poplar to Orchard), Plaza Way (from Whitney to BiMart)

4th St Rose to Cherry, W Pine

9th - Rose to Pine, Pine, Repave 3rd downtown to Whitney

9th Ave

9th South of Rose, Poplar (between Pink and 9th), Bryant West of Howard

9th St, Roosevelt, Cherry

9th working with WSDOT

Alder

Alder down by the national guard building. North Clinton St. Tausicle right off the highway to Isaacs

Alder from Colville to 9th. Pine from 2nd to 9th. Cherry from Melrose to 9th.

Alder, Poplar, Main

Alder, Poplar, Main

Alder, Poplar, Wilbur

Alder, Reser, melrose

Alder, Wilbur, Poplar

All of them in Walla Walla. I think they all need to be fixed. They can damage car tires. NOT patched but fixed.

All side streets in the older areas.

Alvarado terrace is pretty bad in some places; street in front of sharpstein school is bad but has had some improvements; I'm not aware of any others that I would earmark as high priority. I'm sure they are out there, I'm just not aware of them.

Any street in Eastgate Fern

Bayer (between Palouse and Clinton)

Bellvue Street Division Bryant Street Cherry street

Birch St. First Ave. Third Ave., so. of Maple

Birch street

Boyer (Blue to Division), Pomona (Melrose to Figueroa), Bonnie Brae (Melrose to Figueroa)

Boyer Avenue Third Street Popular between Second and Park

Boyer/Alder and Division could use a light

Bryant

Bryant Ave Division St. Melrose

Bryant Avenue, Sturm, east isaacs st.

Bryant, Fern, 2nd from Alder to Tietan

Bryant, Howard, Alder, Poplar

Bryant, Sturm and Plaza

Cardinal Dr Blue St Walla Walla Ave

Cascade/University, Bryant

Chase

Chase - Chestnut to Poplar, Alder parking 5th Ave and (West)

Chase from Chestnut to Willow, Pine 2nd to 9th, Howard

Chase north of Chestnut to the Hospital. Whitman - parts not done yet. Rustic Place Bridge.

Chase St (from Chestnut to hospital area), Fern Avenue, Howard St (from Park to Alder)

Chase Street between Chestnut and Birch

Cherokee, Boyer, Howard North of Park to Isaacs

Cherry Street, 9 Street Ave., 5th Ave

Chestnut Wilbur

Chestnut, 3rd Ave, W Morton St

Chestnut, 9th Ave, Pine

Chestnut, Bryant

Chestnut, Bryant, Poplar

Chestnut, Howard, Whitman

Clark St.

Clay Street. No amount of money will fix Walla Walla roads and streets.

Clinton - South from Isaac to Whitman, Whitman - West from Palouse to Second, North Roosevelt

Clinton (from Boyer to Isaacs), Boyer (from Clinton to Park), Howard (from Alder to Park)

Clinton Criss Ln Boyer

Clinton from US12 to Whitman, Howard Street, Rest of Park Street (i.e. Howard to city limits)

Clinton St

Clinton St Poplar St

Clinton Street - from Hwy 11 to Whitman St, Poplar - from 2nd Ave to Park St, Lincoln St - from Palouse to

Division

Clinton, Alder, Isaacs

Clinton, Division, Howard

Clinton, Howard

Clinton, Melrose, Sumach

Complete south portion of Plaza Way (to Prospect)

Cottonwood out to Table Rock, no sidewalks or shoulders, and new subdivision going in behind there soon. Very unsafe --> pedestrians and bikes

Cottonwood Road where the sidewalk ends and beyond. Dangerous curve and no place to safely walk.

Dell Ave

Depends on the definition of "fixed," but honestly I would love to see some attention spent to key thoroughfares in areas of town that are less economically advantaged. (I will leave it to you to define "less economically advantaged"). I just want to make sure those areas are not left behind.

Depends what you mean by "fixed": I'd like to see Main, Alder, Rose, and Poplar converted to 1-way streets and Clinton patched up.

Division between Alder and Isaacs

Division from Alder to Isaacs Clinton from Melrose to Alder Poplar from Park to 2nd

Division N of Alder, Bryant-Howard to Fern and needs sidewalks! Poplar downtown

Division, Abbot

Division, West Chestnut (from Howard on), Howard

Division, Whitman, Bryant

Division, worst residential streets

Do not know

Don't know.

Don't know

Don't know

Don't know

don't know

Don't know city that well

E Alder ST from Pioneer Park to Berney Dr, Howard ST (between Alder ST and Park ST intersection), and E Chestnut ST E of Howard.

E. Chestnut St.; Poplar; Tietan

E. Melrose/S. Wilber

East Cherry Street is a dead end. It needs to be blocked off or actually made into a REAL road going to Rees. Use all the money to do this.

East end of Howard from Craig to Alder

Eastgate - White Street, Melrose to Isaacs, Walla Walla Ave currently little to no pavement at Wilbur

Estrella between Isaacs and Alvarado Terrace Howard between Alder and Park Clinton between Whitman and Issacs

Evergreen St

Fern

Fern St, Chestnut, 3rd St

Fern, cross roads by Marcus Whitman Hotel and City of Walla Walla

Fern, Highland, Park

Finish Plaza Way all the way to Taumarason (SP?), 3rd Avenue, Fern

Fix according to practical need. Beautification is costly upfront and costly to maintain. Definitely stop forcing businesses to meet the city's perceived beauty needs on business property the business should have authority over! Loss of useful space to City whim is a shameful disgrace to leadership. Thank you! For leaving Rose St Four lanes!

Gotten used to the rough ride

Graveled section of Ankeny - 400 block, Plaza Way between Bi-Mart and Tacemarson

Highland
 Highland Rd, Main St, Rose St
 Highland Road
 Highland Road - west of Plaza Way
 Highland Road, School Ave, Bryant
 Highland Road. 3rd street from Tietan to Chestnut.
 Highland,
 Highland, 3rd,
 Highland, 9th Street, Bayer
 Home St., Boyer Av.,
 Home. Clay.
 Howard
 Howard
 Howard between Alder and Park, Clinton between Alder and Melrose (or Isaacs)
 Howard between Pleasant and Alder, Poplar
 Howard from Alder to Cemetery. Mostly around Chestnut to Alder. Boyer Drive, Francis Drive
 Howard from Alder to Juniper Whitman from 2nd to Division Third from Chestnut to Tietan
 Howard from Alder to Park. Clinton from Sumach/Melrose to Isaacs. Tietan from Fern to 2nd. Plaza from Tietan to Prospect.
 Howard from Chestnut to Alder, Clinton from Alder to Isaacs, 3rd from Tietan to Chestnut
 howard from park to alder third street morton street
 Howard St (between Pleasant Ave. and Alder St.) Main St. (between Third Ave and Ninth Ave)
 Howard St (by Sharpstein Elementary School), E. Sumach St (with Bella and Star St on it)
 Howard St, Chase St, Boyer St
 Howard St, Clinton St, Pine St
 Howard St. between Alder and the intersection w/Park St. Boyer Av between Palouse and Blue Sts
 Howard towards Alder starting at Division , Park St, Morton St, off 2nd Ave, heading West? Towards Garrison School?
 Howard, 2nd and Clinton
 Howard, 9th, Bryant
 Howard, Alder, close to Park
 Howard, Boyer, Reser (widened, curbs)
 Howard, Clinton, and Whitman.
 Howard, Melrose, and Fern.
 Howard, Roosevelt,
 Howard, Tietan, Clinton
 Howard/Chestnut intersection. Downtown Alder congestion traffic flow esp by Maple Counter and Goodwill.
 Chestnut from 9th to Howard for lighting!

I believe that the city should keep a detailed schedule of when each city street was last fixed and establish a rotation based upon a classification system for street repairs. For instance; the main arterial streets like Isaacs, 2nd, Rose, and others would be considered as the top level streets that would need fixing more frequently (like every ten years or so) depending upon traffic flow and current condition of the streets. The second tier streets would be those streets that run into or away from the main arterials and could be put on an every 10-15 year rotation, The next tier of streets would be the larger neighborhoods that may only need repair once every 15-20 years. The last tier of streets would be those that are less frequently traveled and would only need to be repaired on an as needed basis if there is enough money left. The streets that I think need repair now are mainly on the second and third tier of streets. Finish fixing Plaza Way past the current construction and which was only patched a couple of years ago. Granite Drive and any other street in the city that was recently patched with tar should be a top priority to repair now. Whitney road is another street that should be of a high priority. Also, please stop the chip sealing. I understand that it is cheaper but it is not attractive nor is it bicycle friendly.

I can only think of Poplar from about 2nd to about Palouse or Park

I don't have an opinion here

I find sidewalks in greater need of being fixed than streets. Walla Walla needs to promote better mental and physical health by encouraging us to walk more instead of drive. If we improve sidewalks, I suggest, near the Fairground circle. Devastating sidewalks. Finishing off complete sidewalks in parks as well. Rooks Park has a BEAUTIFUL wheelchair accessible park. We need that more like it around Walla Walla. More good sidewalks please!

I think you should leave the existing streets as they are and concentrate on resurfacing.

I trust the City Planners to identify the roads in need of repairs that will impact the largest volume of cars and bikes

I trust the experts to evaluate priorities

I would like a roundabout at the intersection of Chestnut and Howard streets

If streets are repaired, it would be Walla Walla Ave, Park and all the roads that were completed wore for wine people.

Intersection of Division and Alder should be a traffic light. There is a lot of traffic, one sits for 10-15 min to make a right or left turn, as well as pedestrian traffic.

Intersection Rose by 9th and 13th

Keep going until they are all done!

Loubeck St, Sycamore, Ankeny

Loubeck st., Sycamore st., Ankeny st.

Main between 2nd and 9th, 9th

Main from Palouse to 9th, Alder, 9th

Main St - 9th to 2nd Fern St

Main St and Alder St between 9th St and 5th St - they fixed Poplar but not the other two and they are very holey and rutty!!

Main St, 9th St, Rose St

Main street from 2nd toward downtown where it is in bad shape

Main Street from 9th east

Main Street from 9th to county courthouse. Colville from main Street to Cherry. From the post office east. To Safeway.

Main(5th-9th) ; Roosevelt (pleasant-Bryant); middle waitsburg (lower waitsburg to blue mt/Wellington intersection)

Main, 2nd, Rose

Make Tausick more pedestrian friendly near the sportsplex

Malcolm from 2nd to 3rd

Malcolm Street to Super 1 entrance, 3rd Street, 4th Street
 Melrose St. Boyer Ave (from Whitman College up to Division) Garrison St (from Tausick to Bush)
 Melrose, Division, Park
 Melrose, from Wilbur to Airport Way Clinton, south of Isaccs West Main
 Middle Waitsburg Rd, Rees
 Middle Waitsburg Rd (city limits, from Blue Mtn Dr - Lower Waitsburg), Rees Ave, Pine St.
 Morton by Southgate and Boyer since it's a bike route
 Morton St, 3rd Ave, Chestnut
 Morton street from the end of the IRRP project's end east to 2nd ave. that section of Morton is so rutted i can't ride my bike on it, i have to cut from 2nd to maple to saint john. it is also my 2nd and 3rd choices.

Most side streets are a disaster to drive on.
 Myra punch through
 myra rd extension Plaza Way north of Whitney Rd to Yellow hawk Creek (SIDEWALKS!!) School Ave south of Pleasant
 Myra Rd South Extension, S Wilbur Ave from Alder to Reser with complete connectivity, Morton St between 2nd and 3rd.
 N and S Clinton Boyer
 N. Howard, Washington, 3rd
 Need more information to decide
 No more taxes. Its high enough!!!
 No strong opinions (I believe improvements are already coming to Poplar. If not, Poplar, including the traffic light situation there!)
 Not sure! So many are just terrible! Awful and embarrassing! (for the city)
 Olive St. and Bridge because the middle school attracts a lot of traffic including school busses.
 Olive Street, Wilburn, Roosevelt
 Olympia St from Rainier South, Sumach from 2nd to the far east end, especially Clinton east, Pine St. from 2nd to 9th, and long overdue for a traffic light at 9th and Pine
 Ones next to the hospital and schools otherwise the most used
 Orchard St
 Palouse, Howard (only brief sections), Park
 Park Street (Howard to Bryant) including roundabout at Chestnut. Whitman (2nd to Catherine). Modoc (Tietan to Natches).
 Park, 2nd from Poplar to Tietan
 Pine - 9th to 2nd Howard Street - Park to Prospect Main Street - W. of downtown
 Pine , Chestnut, 9th
 Pine Street (truck route) to 2nd St, Park St (intersection) to 2nd St, E Poplar St
 Pine Street,
 Pine Street, 3rd Street, Clinton Street
 Pine, Howard, Clinton
 Plaza Way from Village Way to Taumarson Rd Colville St. from E. Oak St. to Rose St. 3rd Ave. from Tietan St. to Chestnut St
 Plaza Way, 3rd Avenue
 Plaza Way, Chase are two that come to mind. I tend to respect the judgment of the Public Works Department.

Plaza Way, Highland Rd, Poplar Rd
 Plaza Way, Howard St, 3rd St
 Pleasant Plaza (add sidewalk to Prospect) Clay Street (fix street and add a sidewalk)
 Poplar

Poplar
 Poplar
 Poplar - 2nd to Park, Colville - Rose to Sumach
 Poplar - between 2nd and Palouse
 Poplar (between 2nd and Palouse), Amelia
 Poplar (by hospital), I'd like to review the city's inventory and recommendation
 Poplar by library
 Poplar from Spokane St to Alder, Howard from Alder to where it turns into Park St., Whitman St from Howard to Fern St.
 Poplar near library
 Poplar Reese Ave 4th
 Poplar St between colville and Palouse Clinton between Sumach and Alder
 Poplar St between Park and 9th, Main St between 2nd and 13th
 Poplar St near library
 Poplar St, Clinton, Roosevelt
 Poplar St, Francis Dr, Boyer
 Poplar St, Malcom St,
 Poplar St. between Colville and Alder
 Poplar Street from the Alder-Park junction through downtown. Clinton Street from Highway 12 to the end. Main Street from 5th St to the end.
 Poplar, 2nd, Issacs
 Poplar, 9th
 Poplar, Alder, W. Cherry
 Poplar, between 1st and Alder. Whitman between Park and Division. not sure on a third street
 Poplar, Boyer, Chestnut
 Poplar, Chestnut, Boyer
 Poplar, Clinton, Alder
 Poplar, east of 1st Ave
 Poplar, Fern
 Poplar, Highland
 Poplar, Roosevelt
 Poplar, University, Crescent
 Poplar, Whitman (sidewalks), Olive
 Poplar, Wilbur, Rose
 Poplar; Park to 2nd, Howard, Park to Alder, 400 block of Ankeny (now gravel and dirt), seal coat for 500/600 Holly.
 Popular a long the library. Delmont St between School and Berney. Wallace behind Delmont St.
 Rainier Drive to Hood Place, Alder, Wellington
 Rees Ave - used by many working at WSP
 Repaving Howard Street from Whitman to Park, repaving Poplar from 2nd to Palouse, addressing traffic flow issues at Chestnut and Howard.
 Residential streets
 Roosevelt - the intersection to Isaacs
 Roosevelt alder to issacs, Howard park to alder, Clinton , highway 12 to issacs
 Roosevelt between Melrose and K St
 Roosevelt, Birch, Fern
 Roosevelt, Howard, School
 Roosevelt, Howard, Tietan
 Roosevelt, North of Melrose

Roosevelt, Wilbur,
Rose St as West from and N. Roosevelt as is a bus route of very narrow to that need
Rose, Poplar
Roundabout installed at intersection of Evergreen and Blue St
Ruth St, Olive St
S 3rd Ave Lower-Income Areas Roads and sidewalks near schools and nursing homes
S. 3rd Ave, Whitman St 2nd to Division St. Whitman St Bridge to School Ave
S. Wilbur, Howard St., Poplar St.
School Ave, Melrose
School Ave, Park, Wilbur St
School! Speed bumps on E Chestnut - speed is dangerous!
So many need help
sorry, no particular opinion here. I walk more than I drive.
South 4th
South Division, East Main (especially at Isaacs and Palouse), South 4th Ave.
South Howard
South Park Street, but that is currently being improved. Bryant seems quite narrow and plagued by past due
maintenance given it is a main artery (sidewalks would be amazing), and the lower sections of Wilbur.

South third orchard to milburn

Star St.

Stone Street

Stop fixing city streets that do not include a paved bike lane

Sumach

Sumach

Sumach

Sumach St Melrose st All of Clinton st

Sumach, Howard (behind Sharpstein to Alder), Hobson

Taxes are high enough in this city!!!

The intersection at Chestnut and Howard has long been problematic with no easy solution. I am wondering if the city has considered a roundabout here. My travel around the city does not vary a great deal. I tend to take the same route. At this moment I cannot think of which streets need to be fixed first. All in all I think the city is doing a great job with the street renovation. I have no complaints.

The north half of 1st Ave really needs repair. Alder Ave East from about 1st to Park St 3rd Ave south of Chestnut

The ones with the roughest surfaces and most potholes: better biking

The roads that are repair were done with poor quality and already have problems

The roads that would help the tourists to shop and dine - downtown needs to be friendly to residents and tourists

The streets adjacent to the hospital towards the neighborhood. There is no clear sign to stop or yield on Willow after the Y-intersection and around the back of the employee parking lot. 4th/3rd Street in front of the high school near Chestnut is uneven.

The streets are fine. Just replace or fill potholes when they get rough.

The streets listed are not in bad shape compared to smaller side roads that have been taking more traffic due to detours caused by road construction all year. Sumach close to Post Office, the new Lodge, Safeway.

There are several short streets that are in terrible condition. Examples are Clark St and the 700 block of N Roosevelt. Nothing has been done to these streets for over 40 years except poorly filling pot holes. Fixing some of these streets might encourage builders to build in the available lots.

Third

Third Avenue, Chestnut Street, Division Street

Third St. between Tieton and Chestnut. Morton St pavement between 2nd & 3rd.

This is difficult to choose, there are many that need some help.

Those in most need of repair

Tietan, 3rd and Chestnut

Tietan, parts of Chestnut, Cherry St

U pick - they're all crap

Umatilla Street

Uncover Mill Creek thru downtown. Feature our water rather than pave over it!

University, Melrose, Division

Unsure

Village Way, 3rd Ave, S 4th

W Main St from 3rd to N 12th -E Main from Palouse to Isaacs, E Rees Ave, and Highland.

W. Alder, S. 2nd, Tietan

W. Main, E. Poplar, Garrison St.

W. Morton St between S. 2nd Ave and S. 3rd Ave.

Walla Walla

Walla Walla WA, Spokane WA

Walla Walla, Milton-free water

Wellington, Pine

Wellington, Pine, Wilbur

West Main Street, East Poplar, North Colville

West Main, Orchard Street, Roosevelt, Isaacs

What is more important to me is what should be fixed under city streets (sewer and water lines). Target your biggest leakers and those would be my priorities.

Whatever works best for WW.

Whichever are in the worst condition/have the heaviest traffic load

Whichever streets are leaking/losing the most water or where the sewage system is most compromised. I leave it to the experts to know.

Whitman (between Park and Division)

Whitman (Howard to Division)

Whitman St from 2nd to Division

Whitman St, Boyer Ave, Roosevelt St

Whitman St., Pine St.

Whitman Street between Division and Park; Alder

Whitman Street between Howard and Division, Clinton between Boyer and Whitman, School Avenue

Whitman Street from Division to Howard 3rd Street from Chestnut to Tietan Howard Street from Park to Alder

Whitman Street from Division to Howard Whitman Street from Catherine St. to 1st Ave Poplar St. from Palouse St. to 2nd Ave.

Whitman street Third avenue Howard street

Whitman Street, West Main Street, South First Avenue

Widen Clinton from Alder to Isaacs.

Wilbur - Alder, Poplar

Wilbur, bike paths

Worst streets

XXXXXXXXXXXXXXXXX All primary/main entry/exit roads into walla walla - no specific streets provided at this time.

You should be prioritizing those streets that are in the worst conditions, it should not be an individual that is deciding which streets get fixed first

Other Comments

10 - A property tax of 1% was already passed.

8 - If the vehicle tabs and real estate tax options are removed

6 - Probably not. I feel like this would not lessen the backed up traffic because it would not reduce traffic - traffic will just get posted to Third. I think that Main shouldn't allow cars going through - it could all be dedicated to restaurants, outdoors, shops - especially during certain seasons. Traffic could use Rose Street and it would be much more pleasant eating outside without the dirt and noise of traffic.

The posted speed limit on Main St. is 20 mph. It is not a freeway. Vehicles turning off Main are not the problem. The use of Main St as a thoroughfare is a problem. Now, going a block west to turn on going two blocks East, sounds like a government idea; cut off one foot of blanket on one end and sew it on the other end to make a longer blanket.

6 - not with 1st Ave becoming a plaza; Isaacs - 10, Alder -6, 2nd - 5, Rose - 8; 10 - option 4 - General Fund

6 - I support making a much needed left turn only lane although this might require removing the corner parking spot on E. Main at 2nd

6 - That's dumb - lots waste more gas - resources and time! Really; 8 - depends what would get fixed; 9 - But other streets that were not that bad got repaired, while bad area are still bad or worse; 10 - Option 4: lowering salaries to top city officials!

I think the improvements are very well done.

We pay among the highest property taxes now - use the \$ more wisely - cut down on duplicated services and quit overpaying employees

10 - Yes, but don't punish those of us with hybrid or electric cars.

Too many "roundabouts" planned. Poplar and cross streets, Poplar/Palouse, Poplar/Park

6 - 1. How does that solve the problem if it only moves it 1-2 blocks? 2. Lane markings are very confusing - obtuse; It's obtuse. This is hard to figure out.

6 - Unless a turn lane can be incorporated; Perhaps if businesses like Walmart, Home Depot, and Costco were enticed here there would be enough revenue without always looking to the three choices given! What is the City doing to locate and offer incentives to potential businesses to fill the two, large existing vacancies at the old mall?

6 - Traffic signals, thru lane - remove a few pking stalls on Main @ 2nd

Thanks for giving us a chance to voice our opinions! Keep up the good work.

6 - Just open up First Street again, like it is supposed to be, it could help the 2nd Street problem!!

Sales tax increased for streets use that \$

6 - Take away parking and put in a left turn lane

6 - Put a turn lane in

Blacked out survey number; I think the roundabouts are awful and would not support having anymore!!! City needs to budget money better!

6 - add left turn signal

6 - Make a turn lane by getting rid of a few parking spaces at each intersection. Prohibiting left turns will just congest another intersection

6 - but --> turn lane and signal would be better; 10 - the sales tax seems effective

8 - Need to hear public comment; 9 - Please consider not doing more than one project at a time. Right now it seems like one detour after another. It feels like multi-projects at a time only extends completion of each project.; 10 - Need to hear discussion PLUS we need more federal support. The federal gout creates money. It doesn't need taxes in order to spend. Its only constraint is inflation and resources. Cities need to gang up on legislatures and demand more funding. Investments in cities, states. Infrastructure churns the economy and doesn't create inflation.

6 - Better yet: convert Main into a 2-lane one-way street! (Alder too); 9 - Rose = ? Alder should be one-way between Palouse to 9th Ave. Same w/ Poplar. Isaacs = good! Alder w/ angle parking = good!; 10 - option 4: large "impact fee" on home builders!!!

6 - Not really a traffic problem. I would be in favor of eliminating all traffic on Main between 2nd and Park, and making it more walkable. Similar to many European cities.; 9 - Would be better if Isaacs didn't take so long. Street projects in Walla Walla take ridiculous long. I think the problem is the contracts seem to have no penalties to contractors for being late. Contractors tear up roads then leave to other more pressing contracts that have liquidated damages. City gets a better price but business owners pay.

10 - because hitting home owners is often the easy go-to for funding. We need more creative ideas.

6 - stupid idea! Will just back up the next intersection.

10 - Enough taxes already being paid. Make cuts elsewhere!

9 - Rose Street - 3, Alder - ?, 2nd Ave - 6, Isaacs - 9

6 - how about a left turn signal?!?

3 - no internet am low income

6 - How about one way streets? Just a suggestion

10 - Not just property owners who use streets; Our state taxes (to include new long term care insurance requirement - state mandated) are increasing, handouts from government getting bigger (i.e. COVID "relief" \$). Less of working man's money going into his pocket. Current tax revenues (Both state, federal and local) should be allocated differently. Cut \$ spent teaching Washington states version of CRT in our schools and use that \$ to fix streets.

6 - Has a turning lane and light signal option been considered and discarded? I don't travel this intersection at most congested, so I'm not informed what the extent of the traffic back up problem.

6 - Couldn't you put a turn lane and turn light like Poplar and 2nd

6 - Don't like the roundabouts - not looking forward to Plaza Way! Many people don't know how to use it. More accidents to happen!

9 - workers take a lot of breaks. Too many workers - slow work, hanging out talking, not working
Walla Walla needs more downtown parking!!! Fix the real problems!

9 - It took too long but the results are nice.

Bike lanes

The weederies are adding thousands in additional taxes to Walla Walla - WHERE is all that money going? Not to mention income from wineries : / Raise taxes on us again?!?! Please!

6 - If turn lane construction not possible.

6 - This would only make the next intersection as congested and backed up as Main and 2nd.; 10 - one or the other not both

6 - Make a left turn lane and signal accordingly.

I recently ran over a loosely covered manhole on 7th Ave and Polar. The damage was over \$800 out of my pocket. When I asked the city to help pay or pay for the damages we were told that it's possible someone tampered with which absolves the city from responsibility. I have lived here over 20 years and am on disability and HUD and don't understand how we are responsible when it was city property!

I support permanent closure of access to 2nd Ave from Main Street

9 - great surfacing and lanes, not a fan of roterays

6 - Also synchronize the lights, no brainer.

For those with computers *don't own computer, how much does this impact study? Computer info 1/4 cost to city for study?? Are non computers owners too few to consider? P.S. called local office and got answer of cost \$13975. Sent out to 1500 residents. Anne M. Heath 509-529-0920

6 - one ways

8 - great job so far! Before I vote, I would like to know where \$ will be spent.; 9 - Not sure of this one (2nd Avenue) but the rest, excellent; 10 - With home price increase, taxes up too much

2021 Walla Walla Streets Evaluation and Priority Assessment Rating Questions Response Count 408, +/- 4.8%		Street Improvements
Overall		7.7
Residency	One year or less *	7.2
	1-5 years	7.7
	6-10 years	7.7
	10 years+	7.7
Own/Rent	Own	7.8
	Rent/Lease	7.5
Employment	Yes	7.7
	No, a different community *	7.3
	Not currently employed *	7.0
	I am retired	7.9
Age	18 to 24 *	4.8
	25 to 34 *	7.0
	35 to 44	7.9
	45 to 54	7.6
	55 to 64	7.6
	65+	7.9
Education	Some high school *	7.0
	High school graduate	7.2
	Some college	7.6
	College graduate	7.7
	Graduate degree(s)	7.9
HH Income	\$25,000 or less	7.2
	\$25,001 to \$50,000	7.5
	\$50,001 to \$100,000	7.9
	Over \$100,000	8.0
Marital Status	Single	7.6
	Married/living with partner	7.8
	Widowed/separated/divorced	7.7
HH Composition	Child(ren) age 12 or under	7.8
	Child(ren) over age 12	7.7
	Parent age 65 or older *	7.4
	None of these	7.8
Gender	Male	7.7
	Female	7.8
	Other *	7.5
Ethnicity	Asian *	5.8
	White/Caucasian	7.8
	Black/African American *	5.0
	Hispanic/Latinx	7.1
	American Indian/Alaska Native/Native Hawaiian *	7.9
	Other *	6.7
Languages	English	7.8
	Spanish *	7.2
	Other *	5.8
City Ward	West	7.1
	Central	8.0
	East	7.9
	South	7.7
	Don't know	7.6
Sample	Sample	7.7
	Non Sample	8.4

*Cohort has lower response level which may increase score variation

2021 Walla Walla Streets Evaluation and Priority Assessment Rating Questions Response Count 408, +/- 4.8%		Before this survey, did you know of the GoWallaWalla.us website?		Have you visited the website:		How often do you visit the website to see project information?					Was the information helpful?	
		Yes	No	Yes	No	Daily	Several times per week	Weekly	Monthly	Yearly	Yes	No
Overall		34%	62%	21%	13%	-	-	2%	9%	9%	19%	1%
Residency	One year or less *	11%	78%	11%	-	-	-	-	11%	-	11%	-
	1-5 years	24%	73%	19%	3%	-	-	3%	7%	8%	19%	-
	6-10 years	39%	55%	31%	10%	-	-	-	18%	12%	27%	2%
	10 years+	36%	62%	20%	15%	-	-	2%	8%	8%	18%	1%
Own/Rent	Own	37%	60%	24%	14%	-	-	2%	10%	10%	22%	1%
	Rent/Lease	21%	75%	14%	5%	-	-	1%	5%	5%	12%	1%
Employment Location	Yes	40%	58%	25%	14%	-	-	2%	10%	12%	24%	1%
	No, a different community *	30%	67%	15%	15%	-	-	-	-	11%	15%	-
	Not currently employed *	30%	70%	30%	-	-	-	-	20%	10%	30%	-
	I am retired	30%	65%	18%	12%	-	-	2%	9%	5%	15%	1%
Age	18 to 24 *	50%	50%	50%	-	-	-	-	-	50%	25%	25%
	25 to 34 *	38%	62%	19%	19%	-	-	-	10%	10%	19%	-
	35 to 44	29%	67%	20%	11%	-	-	-	9%	11%	20%	-
	45 to 54	32%	67%	25%	7%	-	-	2%	7%	15%	23%	2%
	55 to 64	37%	62%	22%	13%	-	-	2%	13%	6%	22%	-
	65+	34%	60%	20%	14%	-	-	3%	9%	7%	18%	1%
Education	Some high school *	25%	50%	-	25%	-	-	-	-	-	-	-
	High school graduate	22%	70%	11%	11%	-	-	3%	3%	5%	11%	-
	Some college	33%	64%	18%	14%	-	-	1%	10%	5%	14%	1%
	College graduate	38%	59%	28%	10%	-	-	2%	13%	12%	27%	1%
	Graduate degree(s)	33%	64%	19%	15%	-	-	3%	7%	8%	17%	2%
HH Income	\$25,000 or less	16%	78%	10%	4%	-	-	-	8%	2%	10%	-
	\$25,001 to \$50,000	32%	62%	20%	12%	-	-	2%	10%	7%	18%	1%
	\$50,001 to \$100,000	36%	61%	25%	11%	-	-	3%	10%	11%	24%	1%
	Over \$100,000	41%	57%	23%	19%	-	-	2%	10%	10%	22%	1%
Marital Status	Single	28%	70%	20%	7%	-	-	-	13%	7%	19%	2%
	Married/living with partner	40%	57%	24%	15%	-	-	3%	10%	9%	22%	1%
	Widowed/separated/divorced	20%	77%	11%	8%	-	-	-	6%	4%	10%	-
HH Composition	Child(ren) age 12 or under	33%	65%	22%	13%	-	-	2%	7%	13%	22%	-
	Child(ren) over age 12	35%	65%	24%	11%	-	-	2%	8%	13%	24%	-
	Parent age 65 or older *	19%	69%	12%	8%	-	-	-	4%	8%	8%	-
	None of these	35%	61%	21%	14%	-	-	2%	10%	7%	19%	1%
Gender	Male	34%	61%	21%	14%	-	-	3%	9%	8%	19%	2%
	Female	33%	64%	21%	12%	-	-	1%	10%	8%	20%	-
	Other *	33%	67%	33%	-	-	-	-	-	33%	-	33%
Ethnicity	Asian *	17%	67%	17%	-	-	-	-	-	17%	17%	-
	White/Caucasian	36%	61%	21%	14%	-	-	2%	10%	8%	20%	1%
	Black/African American *	25%	75%	25%	-	-	-	-	25%	-	25%	-
	Hispanic/Latinx *	12%	77%	4%	8%	-	-	4%	-	-	4%	-
	American Indian/Alaska Native/Native Hawaiian *	18%	82%	18%	-	-	-	-	-	18%	18%	-
	Other *	32%	63%	32%	-	-	-	-	11%	21%	21%	11%
Language Spoken	English	34%	62%	21%	13%	-	-	2%	9%	9%	19%	1%
	Spanish *	13%	73%	7%	7%	-	-	-	-	7%	-	7%
	Other *	17%	83%	17%	-	-	-	-	-	17%	17%	-
City Ward	West	26%	67%	8%	18%	-	-	-	8%	-	5%	3%
	Central	40%	55%	30%	11%	-	-	-	13%	17%	30%	-
	East	31%	67%	16%	14%	-	-	2%	5%	8%	15%	1%
	South	47%	50%	30%	17%	-	-	5%	13%	11%	28%	-
	Don't know	25%	72%	20%	6%	-	-	1%	8%	8%	16%	2%
Sample	Sample	34%	62%	21%	13%	-	-	2%	9%	9%	19%	1%
	Non Sample	59%	40%	50%	9%	-	2%	7%	28%	14%	50%	1%

*Cohort has lower response level which may increase score variation

2021 Walla Walla Streets Evaluation and Priority Assessment Rating Questions Response Count 408, +/- 4.8%		Do you support prohibiting left turns from Main Street onto 2nd Avenue?			would you vote to support renewal of the TBD for another 10 years?				
		Yes	No	Need more information	Definitely support	Probably support	Probably NOT support	Definitely NOT support	Need more information
Overall		46%	37%	15%	45%	30%	5%	4%	9%
Residency	One year or less *	56%	11%	22%	33%	22%	-	11%	11%
	1-5 years	47%	36%	15%	49%	27%	2%	5%	12%
	6-10 years	45%	31%	22%	53%	29%	6%	2%	6%
	10 years+	46%	38%	14%	44%	32%	6%	3%	9%
Own/Rent	Own	47%	36%	15%	48%	29%	6%	3%	8%
	Rent/Lease	44%	40%	15%	37%	38%	4%	3%	14%
Employment Location	Yes	50%	35%	14%	50%	34%	6%	3%	5%
	No, a different community *	37%	52%	11%	41%	33%	11%	7%	4%
	Not currently employed *	30%	50%	20%	40%	30%	-	-	30%
	I am retired	45%	35%	17%	44%	28%	4%	3%	11%
Age	18 to 24 *	-	75%	25%	25%	50%	25%	-	-
	25 to 34 *	48%	33%	19%	29%	57%	-	10%	-
	35 to 44	40%	49%	11%	56%	29%	9%	2%	4%
	45 to 54	47%	38%	12%	48%	30%	5%	5%	7%
	55 to 64	46%	37%	17%	49%	34%	5%	-	9%
	65+	49%	32%	16%	43%	28%	5%	3%	11%
Education	Some high school *	50%	50%	-	25%	25%	25%	25%	-
	High school graduate	41%	32%	19%	27%	43%	8%	3%	5%
	Some college	40%	39%	21%	35%	36%	5%	4%	14%
	College graduate	46%	39%	14%	53%	23%	6%	3%	8%
	Graduate degree(s)	55%	31%	12%	51%	35%	2%	3%	6%
HH Income	\$25,000 or less	39%	39%	18%	37%	25%	6%	6%	24%
	\$25,001 to \$50,000	33%	48%	17%	35%	33%	7%	4%	11%
	\$50,001 to \$100,000	52%	30%	17%	48%	34%	4%	2%	6%
	Over \$100,000	53%	35%	10%	63%	28%	3%	3%	-
Marital Status	Single	37%	46%	15%	52%	26%	7%	2%	6%
	Married/living with partner	52%	33%	13%	43%	34%	6%	4%	7%
	Widowed/separated/divorced	35%	39%	24%	47%	28%	1%	1%	18%
HH Composition	Child(ren) age 12 or under	51%	35%	15%	55%	33%	5%	4%	4%
	Child(ren) over age 12	50%	37%	11%	42%	40%	10%	2%	6%
	Parent age 65 or older *	31%	58%	8%	50%	19%	8%	4%	15%
	None of these	47%	36%	15%	46%	30%	4%	3%	9%
Gender	Male	48%	36%	15%	48%	32%	4%	6%	6%
	Female	46%	34%	18%	45%	32%	6%	1%	9%
	Other *	33%	67%	-	67%	-	-	-	-
Ethnicity	Asian *	17%	67%	-	17%	33%	-	17%	-
	White/Caucasian	49%	33%	17%	48%	32%	4%	3%	7%
	Black/African American *	50%	50%	-	25%	50%	-	25%	-
	Hispanic/Latinx *	38%	35%	23%	42%	23%	12%	8%	12%
	American Indian/Alaska Native/Native Hawaiian *	18%	73%	9%	27%	9%	9%	9%	36%
	Other *	32%	47%	16%	37%	21%	11%	11%	11%
Language Spoken	English	47%	36%	16%	47%	31%	5%	3%	8%
	Spanish *	40%	33%	20%	27%	33%	20%	-	7%
	Other *	17%	67%	17%	67%	-	17%	17%	-
City Ward	West	44%	31%	18%	31%	36%	5%	3%	18%
	Central	51%	30%	19%	53%	34%	2%	2%	6%
	East	52%	38%	11%	45%	32%	9%	4%	7%
	South	43%	42%	14%	51%	27%	5%	3%	10%
	Don't know	44%	36%	18%	48%	29%	2%	3%	8%
Sample	Sample	46%	37%	15%	45%	30%	5%	4%	9%
	Non Sample	39%	50%	10%	60%	30%	1%	2%	6%

*Cohort has lower response level which may increase score

2021 Walla Walla Streets Evaluation and Priority Assessment Rating Questions Response Count 408, +/- 4.8%		Option 1: Increase in the property tax of 50 cents per \$1,000 of assessed property value					Option 2: Increase in the vehicle license tab fee of \$50.				
		Definitely support	Probably support	Probably NOT support	Definitely NOT support	Not sure	Definitely support	Probably support	Probably NOT support	Definitely NOT support	Not sure
Overall		14%	25%	19%	30%	8%	10%	20%	17%	45%	4%
Residency	One year or less *	11%	11%	33%	22%	22%	22%	11%	33%	22%	11%
	1-5 years	24%	27%	19%	24%	5%	15%	19%	15%	49%	2%
	6-10 years	24%	35%	8%	27%	4%	18%	24%	18%	39%	2%
	10 years+	11%	23%	21%	32%	10%	8%	20%	17%	46%	5%
Own/Rent	Own	12%	23%	22%	33%	6%	10%	23%	17%	44%	2%
	Rent/Lease	25%	30%	14%	15%	16%	12%	12%	22%	42%	10%
Employment Location	Yes	14%	24%	22%	31%	5%	12%	20%	16%	47%	2%
	No, a different community *	11%	37%	22%	26%	4%	11%	30%	11%	41%	7%
	Not currently employed *	20%	20%	10%	30%	20%	30%	20%	10%	40%	-
	I am retired	15%	25%	16%	30%	11%	9%	18%	20%	43%	6%
Age	18 to 24 *	-	50%	-	50%	-	-	-	25%	75%	-
	25 to 34 *	14%	38%	14%	29%	5%	5%	10%	14%	71%	-
	35 to 44	20%	18%	29%	27%	7%	11%	13%	22%	51%	-
	45 to 54	12%	22%	20%	37%	8%	12%	27%	7%	48%	5%
	55 to 64	18%	21%	24%	26%	7%	22%	27%	15%	32%	2%
	65+	13%	28%	16%	29%	10%	5%	19%	22%	44%	6%
Education	Some high school *	-	-	25%	50%	25%	-	-	25%	50%	25%
	High school graduate	11%	16%	19%	43%	3%	5%	11%	16%	65%	-
	Some college	11%	16%	19%	33%	18%	4%	18%	15%	53%	8%
	College graduate	15%	28%	22%	28%	6%	12%	21%	17%	47%	3%
	Graduate degree(s)	19%	30%	16%	26%	4%	17%	24%	17%	30%	3%
HH Income	\$25,000 or less	16%	22%	18%	22%	22%	10%	10%	14%	53%	12%
	\$25,001 to \$50,000	8%	25%	13%	39%	12%	7%	17%	17%	55%	2%
	\$50,001 to \$100,000	17%	30%	21%	28%	3%	9%	24%	19%	44%	2%
	Over \$100,000	19%	24%	24%	25%	4%	19%	24%	18%	32%	2%
Marital Status	Single	19%	35%	13%	20%	13%	4%	17%	28%	46%	6%
	Married/living with partner	14%	24%	21%	34%	5%	11%	21%	16%	46%	2%
	Widowed/separated/divorced	15%	27%	18%	23%	15%	13%	16%	16%	43%	9%
HH Composition	Child(ren) age 12 or under	15%	24%	22%	33%	7%	11%	18%	15%	53%	2%
	Child(ren) over age 12	5%	23%	21%	42%	6%	8%	26%	6%	55%	-
	Parent age 65 or older *	15%	31%	12%	27%	12%	-	12%	23%	58%	4%
	None of these	16%	27%	18%	29%	7%	12%	21%	18%	41%	4%
Gender	Male	14%	26%	20%	34%	4%	8%	28%	14%	44%	2%
	Female	14%	28%	18%	25%	11%	10%	16%	20%	47%	5%
	Other *	-	-	67%	33%	-	33%	33%	-	33%	-
Ethnicity	Asian *	-	17%	33%	50%	-	17%	17%	-	67%	-
	White/Caucasian	15%	27%	19%	28%	8%	10%	21%	18%	42%	5%
	Black/African American *	25%	-	25%	50%	-	-	25%	25%	50%	-
	Hispanic/Latinx *	12%	15%	15%	31%	23%	4%	12%	19%	54%	8%
	American Indian/Alaska Native/Native Hawaiian *	9%	18%	18%	27%	27%	9%	9%	-	73%	9%
	Other *	5%	11%	21%	58%	-	11%	32%	5%	53%	-
Language Spoken	English	15%	26%	19%	30%	8%	10%	21%	17%	44%	4%
	Spanish *	-	13%	27%	33%	20%	-	-	33%	53%	7%
	Other *	-	-	50%	33%	17%	33%	33%	-	33%	-
City Ward	West	15%	21%	18%	21%	18%	3%	13%	15%	54%	8%
	Central	21%	28%	17%	23%	11%	19%	28%	19%	28%	6%
	East	11%	23%	28%	27%	7%	8%	19%	20%	46%	3%
	South	13%	26%	16%	38%	4%	11%	24%	13%	47%	4%
	Don't know	17%	26%	15%	29%	11%	11%	15%	20%	45%	5%
Sample	Sample	14%	25%	19%	30%	8%	10%	20%	17%	45%	4%
	Non Sample	16%	28%	19%	27%	6%	18%	26%	19%	28%	5%

*Cohort has lower response level which may increase score

2021 Walla Walla Streets Evaluation and Priority Assessment Rating Questions Response Count 408, +/- 4.8%		Option 3: A real estate excise tax (REET) is a percentage paid when a property is sold				
		Definitely support	Probably support	Probably NOT support	Definitely NOT support	Not sure
Overall		15%	26%	16%	29%	8%
Residency	One year or less *	-	22%	11%	56%	11%
	1-5 years	12%	27%	15%	29%	15%
	6-10 years	22%	25%	16%	31%	6%
	10 years+	16%	27%	17%	27%	7%
Own/Rent	Own	16%	27%	16%	30%	7%
	Rent/Lease	15%	30%	22%	16%	14%
Employment Location	Yes	17%	35%	10%	30%	5%
	No, a different community *	4%	19%	30%	33%	15%
	Not currently employed *	40%	-	20%	20%	10%
	I am retired	15%	22%	20%	28%	10%
Age	18 to 24 *	-	25%	25%	50%	-
	25 to 34 *	29%	38%	10%	19%	5%
	35 to 44	24%	29%	11%	20%	13%
	45 to 54	13%	37%	10%	35%	3%
	55 to 64	15%	28%	18%	30%	6%
	65+	14%	22%	21%	26%	10%
Education	Some high school *	25%	-	25%	25%	25%
	High school graduate	8%	27%	22%	32%	5%
	Some college	14%	24%	18%	24%	16%
	College graduate	17%	30%	15%	34%	3%
	Graduate degree(s)	18%	26%	15%	24%	9%
HH Income	\$25,000 or less	20%	20%	14%	27%	16%
	\$25,001 to \$50,000	8%	26%	17%	35%	10%
	\$50,001 to \$100,000	17%	31%	17%	26%	6%
	Over \$100,000	22%	29%	15%	25%	4%
Marital Status	Single	17%	33%	17%	24%	7%
	Married/living with partner	17%	27%	15%	32%	6%
	Widowed/separated/divorced	11%	22%	22%	24%	15%
HH Composition	Child(ren) age 12 or under	22%	33%	9%	25%	9%
	Child(ren) over age 12	11%	31%	18%	27%	10%
	Parent age 65 or older *	8%	23%	15%	35%	15%
	None of these	15%	25%	17%	30%	8%
Gender	Male	17%	23%	17%	32%	5%
	Female	16%	30%	15%	25%	10%
	Other *	-	33%	-	67%	-
Ethnicity	Asian *	-	33%	-	50%	17%
	White/Caucasian	18%	28%	16%	26%	8%
	Black/African American *	25%	25%	25%	25%	-
	Hispanic/Latinx *	12%	27%	19%	31%	12%
	American Indian/Alaska Native/Native Hawaiian *	9%	18%	18%	36%	18%
	Other *	-	26%	5%	68%	-
Language Spoken	English	17%	27%	16%	28%	8%
	Spanish *	-	27%	33%	33%	7%
	Other *	-	33%	-	50%	17%
City Ward	West	8%	31%	8%	33%	15%
	Central	30%	26%	23%	11%	9%
	East	12%	27%	23%	25%	8%
	South	17%	24%	13%	35%	8%
	Don't know	14%	30%	14%	30%	8%
Sample	Sample	15%	26%	16%	29%	8%
	Non Sample	25%	34%	11%	20%	8%

*Cohort has lower response level which may increase score

Who Responded		Counts		Percentage	
		Sample	Non Sample	Sample	Non Sample
Overall		408	88	100%	100%
Residency	One year or less *	9	1	2%	1%
	1-5 years	59	11	14%	13%
	6-10 years	51	11	13%	13%
	10 years+	284	63	70%	72%
Own/Rent	Own	301	63	74%	72%
	Rent/Lease	73	11	18%	13%
Employment	Yes	173	47	42%	53%
	No, a different community*	27	9	7%	10%
	Not currently employed *	10	4	2%	5%
	I am retired	185	26	45%	30%
Age	18 to 24*	4	-	1%	-
	25 to 34 *	21	10	5%	11%
	35 to 44	45	22	11%	25%
	45 to 54	60	11	15%	13%
	55 to 64	82	18	20%	20%
	65+	177	24	43%	27%
Education	Some high school *	4	-	1%	-
	High school graduate	37	2	9%	2%
	Some college	80	19	20%	22%
	College graduate	156	36	38%	41%
	Graduate degree(s)	115	30	28%	34%
HH Income	\$25,000 or less	51	6	13%	7%
	\$25,001 to \$50,000	84	10	21%	11%
	\$50,001 to \$100,000	140	33	34%	38%
	Over \$100,000	97	34	24%	39%
Marital Status	Single	54	11	13%	13%
	Married/living with partner	253	65	62%	74%
	Widowed/separated/divorced	79	7	19%	8%
HH Composition	Child(ren) age 12 or under	55	23	13%	26%
	Child(ren) over age 12	62	17	15%	19%
	Parent age 65 or older *	26	7	6%	8%
	None of these	267	50	65%	57%
Gender	Male	167	38	41%	43%
	Female	204	39	50%	44%
	Other*	3	3	1%	3%
Ethnicity	Asian *	6	-	1%	-
	White/Caucasian	337	76	83%	86%
	Black/African American *	4	-	1%	-
	Hispanic/Latinx *	26	5	6%	6%
	American Indian/Alaska Native/Native Hawaiian*	11	2	3%	2%
	Other *	19	9	5%	10%
Language Spoken	English	380	83	93%	94%
	Spanish *	15	7	4%	8%
	Other *	6	6	1%	7%
City Ward	West	39	6	10%	7%
	Central	47	20	12%	23%
	East	114	23	28%	26%
	South	104	15	25%	17%
	Don't know	87	21	21%	24%
Sample	Sample	408	-	100%	-
	Non Sample	-	88	-	100%

*Cohort has lower response level which may increase score variation



ar-4317

30 Mins.

City Council - Work Session

Meeting Date: 09/07/2021

Item Title: Update of City of Walla Walla's Mission, Vision, and Values

Submitted For: Elizabeth Chamberlain, Support Services

Add'l Contributors:

Project No:

Funding/BARS No.:

Financial Comments:

N/A

Information

HISTORY:

Work began on a refresh of the City's Mission, Vision, and Values October 2019. The work began with the Leadership Team discussing the City's current mission, vision, and values and working through what modifications could/should be recommended for change. The Leadership Team had consensus on the mission statement and core values but struggled with the City's current Vision Statement, "...best of the best of the Northwest" and what that vision statement means.

October 2019, engaged employees to provide feedback on core values. Leadership Team and Employees were fairly aligned on Core Values.

LT Consensus	Employee Survey Feedback	Results LT and Employee Core Values
Integrity	Integrity	Integrity
Innovation	Service	Service
Collaboration	Communication	Community
Excellence	Honesty	Excellence
Service	Community	Leadership
Leadership	Responsibility	Collaboration

At the February 24, 2020 work session, City Council went through the same exercise employees did with core values.

A second survey on mission and vision statements was shared with employees for feedback. Consensus between the employee feedback and Leadership Team, "Dedicated to enhancing the quality of life in Walla Walla" is the mission statement recommended. There were several written comments that the current mission statement be maintained - "We provide municipal services and programs essential to a desirable community in which to live, work, and play." However, the recommended mission statement is shorter in length and captures the essence of the current mission statement.

When it came to the vision statement however, the 4 options presented to employees were essentially rejected and the feedback provided was maintain the current vision statement. This work was sidelined due to the pandemic response and picked the work back up again March 2021.

I visited each department/division over the past six months asking and learning what does "...best of the best of the Northwest" mean to you as a employee of the City of Walla Walla and the job functions you perform. During the work session, staff will give a presentation sharing what these conversations yielded.

POLICY ISSUES:

Why have Core Values, a Mission Statement, and Vision Statement?

- Provide a common direction for the organization - work towards common goals and objectives
- What is our purpose as an organization?
- Promote shared values throughout the organization
- Foundation for Strategic Plan Development: establish priorities and align/allocate resources to support those priorities

Staff Recommendation: Support the Leadership Team and Employees' consensus on a updated Core Values and Mission Statement. Maintain the current Vision Statement with a framework around what best of the best of the Northwest means.

ALTERNATIVES:

1. Maintain current mission, vision, and values.

Vision Statement: Best of the best of the Northwest.

Mission Statement: We provide municipal services and programs essential to a desirable community in which to live, work, and play.

Core Values: Customer Focus, Excellence, Stewardship, Communication, Leadership, Integrity

CITY MANAGER COMMENTS:

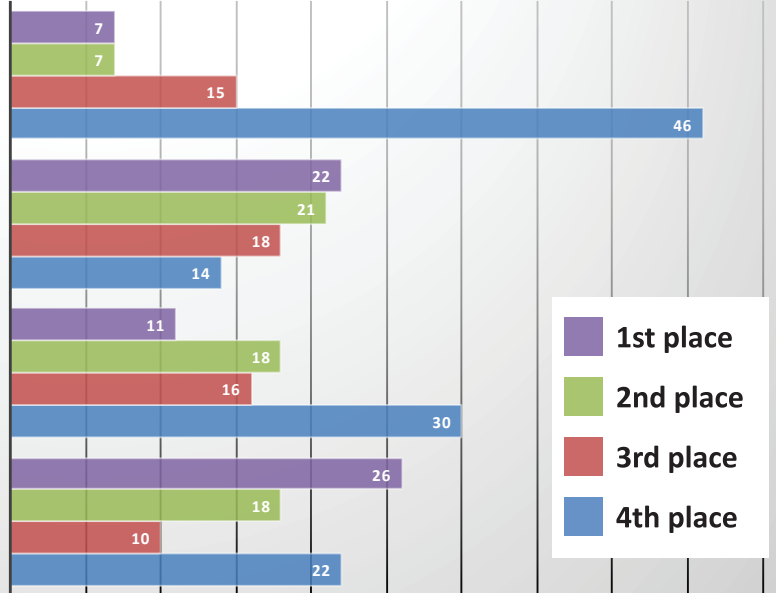
Approved for City Council workshop discussion.

Attachments

Employee Survey Results Vision and Mission Statements

Vision Statement

The City of Walla Walla will be renowned for its vibrant and sustainable community.



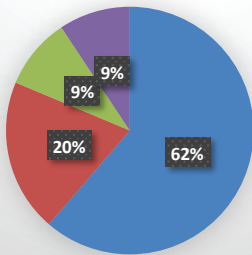
Walla Walla: an innovative, sustainable, and vibrant community.

Your city for quality of life.

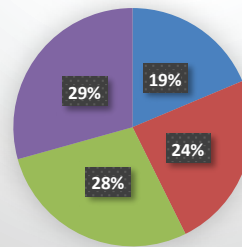
World-class city with a small-town vibe.

1st place
2nd place
3rd place
4th place

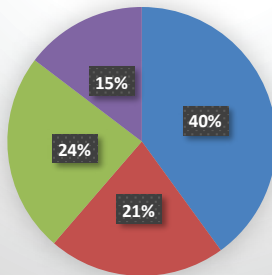
The City of Walla Walla will be renowned for its vibrant and sustainable community.



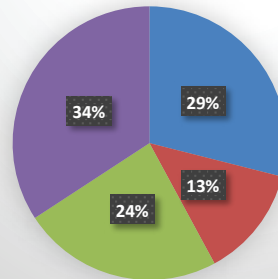
Walla Walla: an innovative, sustainable, and vibrant community.



Your city for quality of life.



World-class city with a small-town vibe.

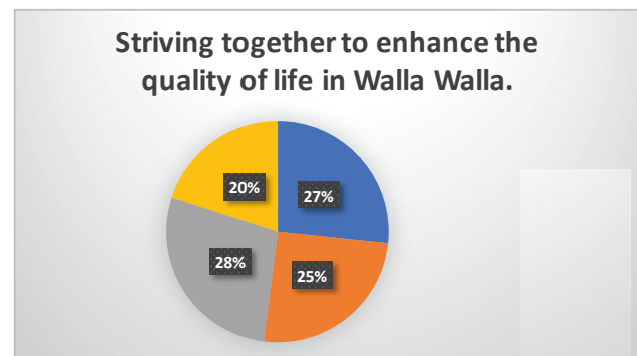
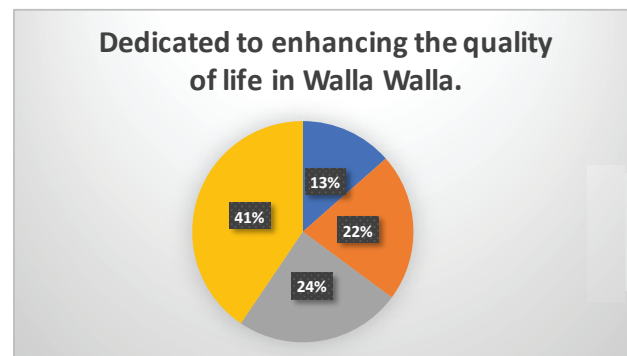
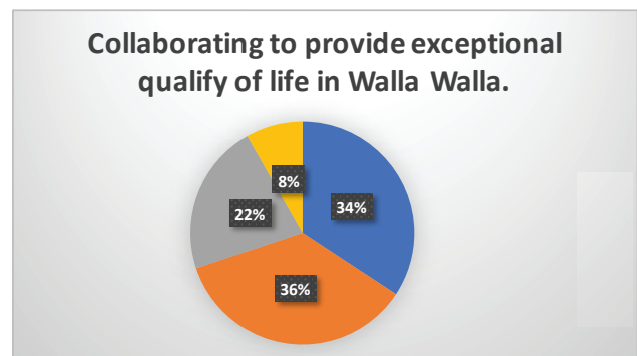
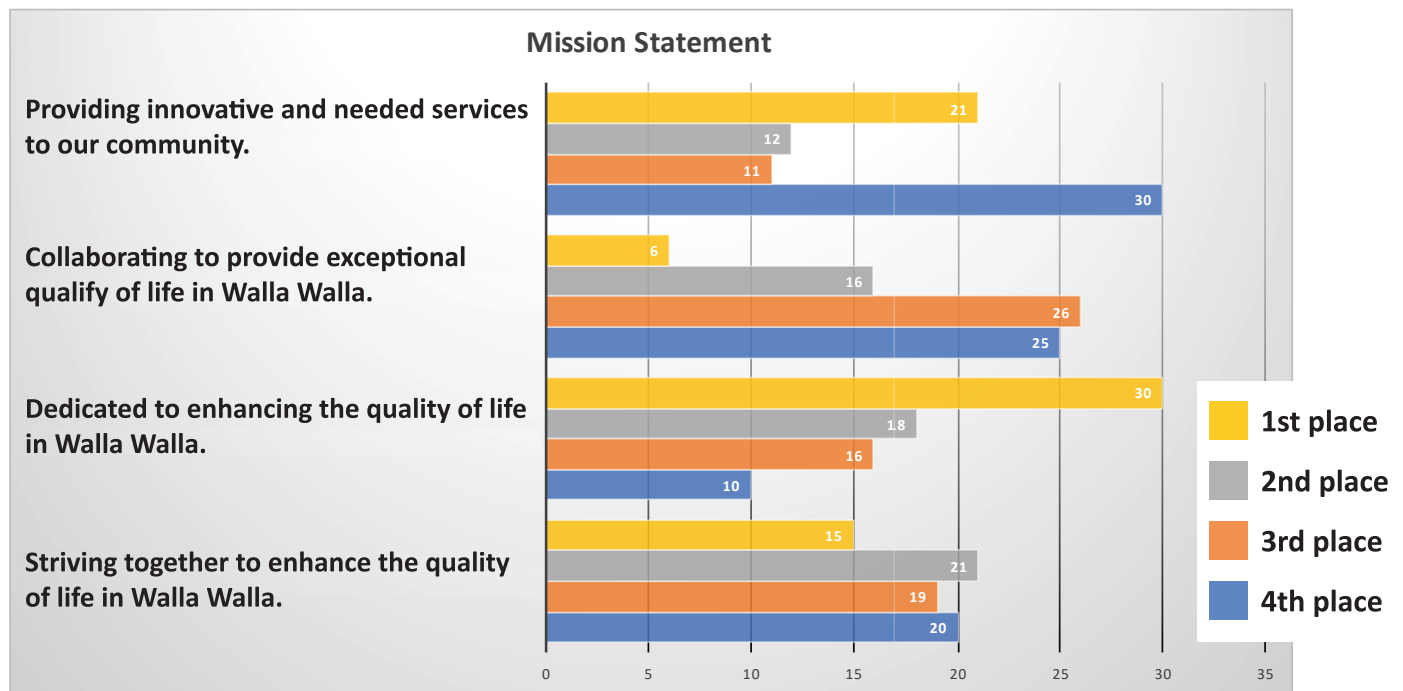


- 1) Walla Walla: an innovative, sustainable, and vibrant community; 2) WW renowned for its vibrance and sustainability
- Can we have some more time to think about this... none of these are great choices :(
- Don't care for any of these.
- I like the current one (best of the best in the Northwest) better than these others.
- I like the current statement, "WW...best of the best in the Northwest".
- I like the existing Vision Statement
- I mean, I am not sure how sustainable we really are?
- i prefer the current vision statement
- Keep current version. Striving to be the best in every

category is worthwhile goal

- Keep Current Vision Statement
- like the one we have
- slight word changes, World-class city with a small-town feel. Your city your quality of life.
- Small town living in a sustainable community.
- Walla Walla - Your city for quality of life.
- Walla Walla a place to call "home"
- Walla Walla: an innovative and vibrant community. (The word sustainable is overused)
- Walla Walla: buzzwords pulled from a hat
- Walla Walla: Innovative, sustainable and vibrant (flows better - community on the end seems redundant)

79 total responses



- “for every person in Walla Walla”
 - adding “for all” somewhere in any of those examples
 - Dedicated to excellence in providing municipal services.
 - Dedicated to providing quality services to our community.
 - Dedicated to sustaining and enhancing the quality of life in WW.
 - Do we need a new mission statement? I’m not against change - I just like the current mission statement better. It might not be exciting, but to me it clearly and simply states what the City does. Also, in these draft ideas, the phrase “quality of life” just brings to mind weighing my sick cat’s quality of life versus euthanasia, which is not a good association.
 - I am sorry, but I think we should put some more effort into them
 - I like the current version best, perhaps without the “...in which to live, work, and play.”. Our mission should be to provide those services.
 - no change from current
 - Striving to enhance the quality of life in Walla Walla.
 - Where providing inovative an exceptional quility of life is our passion.
 - Working to bring experiences, adventure and beauty to your every day.
 - Working together for the greater good of the community
- 79 total responses**